AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXI., No. 5.] SATURDAY, FEBRUARY 4, 1865. [WHOLE No. 1,503, VOL. XXXVIII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 4, 1865.

Ocean Mail Steamers.—Restoration of our Foreign Commerce.

It is a well known and not very agreeable fact, that our foreign commerce has during the last four years been conducted almost entirely under foreign flags. That portion of our merchantmen which ventured to retain the stars and stripes at their mastheads has been almost annihilated by rebel piracy, notwithstanding our great naval superiority. On the other hand, England which has encouraged, if it did not cause the original divisions between the North and South is again commercially speaking, the mistress of the seas. A small island not much larger than one of our inland lakes, with a limited coast and few rivers, takes the lead of the rest of the world in the extent of her commercial navy, her voyages, her traffic and her profits. Before the rebellion broke out the United States was her most enterprising competitor, but at present we are fallen behind, and unless some radical measures are taken, even the return of peace will not be attended with the immediate return of our lost commerce.

These measures which we term radical, are not those which are likely to be approved by those wedded to old notions and habits, who believe in routine and red tape, but they have fortunately attracted the attention of the present administration and have received in a few words, the approval of the President and the Postmaster General. What remains to carry them into effect is to give a proper impetus to public opinion on the subject, and to this end we resume its discussion, which we began in this JOURNAL nearly two years since.

We restate our original proposition, and will then give a brief account of what has befallen it, and of its success up to the present time.

It was this. That as we had no longer any mail steamers on the ocean, with the single exception of the lines connected with California, that as all regular correspondence with foreign ports with the same exception was through foreign mails, as our commerce was cut off, and would be affected even on the return of peace, for the want of regular mail facilities of our own, it was evidently the duty of the Government at the earliest practicable moment to employ a part of our surplus navy as mail packets, and to establish therewith suitable lines to all parts of the world. The old system of granting subsidies to private companies had been found unpopular in principle, and transitory in character, and if it were revived, would require years for construction, large monied combinations, and at every step would meet with opposition.

The Secretary of the Navy as early as 1863, on being urged to the consideration of the scheme, gave it his approbation in his official report. During the last winter session of Congress, a resolution was adopted in the House of Representatives calling on him for a report of the number and character of the vessels in our navy suitable for the service. This was promptly made, and it appears that we had then and still have at least twenty-seven wooden steamers of between 3,000 and 2,000 tons, with power, capacity and speed to form a complete system of mail packets for the ocean. On the 1st of July, the splendid ship Wampanoag of 3,000 tons will be ready to be thus employed, and she headed the list selected by the Secretary.

Mr. Blair, the former Postmaster General, paid no apparent attention to the subject, but the present intelligent and patriotic head of the Postoffice Department at once grasped the idea, saw its importance and recommended its consideration to Congress. The President also in his message sanctioned the recommendation of Mr. Dennison.

We have therefore the whole plan before us, and it has been indorsed in the very highest quarters. The next step is to have it carried out "*Hic labor, hoc opus est.*" At this moment there are resolutions before the New York Chamber of Commerce urging Congress to act at once in the matter, and it is to be hoped they will call forth the support of that eminent and influential body. What more is wanted is similar action on the part of the Boards of Trade in all our great Atlantic cities, and a ventilation of the whole by the leading presses.

Especially at this moment, for we see the symptoms of an unwise return to its old system of cruising about to be adopted by the Navy Department, in advance of the establishment of the so much needed mail steamers. We hear that a large fleet is to be placed on the Brazil station, and in the Mediterranean. We have between 5 and 600 steamers, and now not work enough for half of them. They are, however, to be divided up into squadrons and scattered round the world. For what? To protect a commerce which does not now exist! Or to give holiday excursions to favorite officers of the department. It is well known that these squadrons hitherto have spent half their time in port, for they really had nothing to do. The present plan offers more useful occupation and will produce such results, that squadrons will hereafter become more important than ever they have been before.

Again. Let us look into the pecuniary aspect of the old system about to be revived. The sum total of our trade with Brazil in 1860, in imports and exports just before the war, was about $10,000,000. The profit could not have been more than two and a half millions—say 25 per cent. Now what will be the annual cost of maintaining a fleet on the station that shall properly represent the power of our present naval organization. Five or six large steamers with their tenders, will cost the country annually more than all the profits which our merchants will make out of the trade!

And so especially will be the case with regard to our Mediterranean squadron, which will also be on the same large, if not a larger scale.

The trade with the countries on the Mediterranean where our ships resort is not so large as that with Brazil, and it is the custom of our squadrons there to lie at anchor at a few favorite ports for a large portion of their cruising time.

We propose therefore with regard to the old system to "reform it altogether." Turn these pleasure squadrons, for such in fact they have been for the most part, into mail carriers, and they will always be in the right places at the right time.

On every mail route there will be a continual movement of cruisers, sufficiently armed to protect themselves, and ready to give aid, and perhaps convoy to our merchant vessels when in danger. These mail steamers may readily carry valuable freight, as it is well known that value is oftenest found with the smallest packages; these and a full quota of passengers might always be counted upon in a Government vessel.

Thus, postages, freights of the most valuable character, and passenger traffic would produce enough to reduce the expenses of maintenance and relieve the Navy Department of one of the most considerable items in its budget.

We paid the last year one million of dollars for postages to foreign steamers. All this we could save and appropriate by carrying our own letters. In short, by establishing these lines we should be able to make them almost self-supporting, and yet the actual service of the navy, and its influence politically, would be fully maintained. Let us suppose then we had lines to England, France, Germany, Spain, Italy, Brazil, the River Plate, and between California, and China and Japan, the armed vessels carrying these mails would be at the same time the most effective and useful fleets on the oceans.

Nor would the arrangement be injurious to private enterprise. For it might be understood that the Government would at any time on the establishment of any merchant lines for the same purpose surrender its own, but not until their permanence was guaranteed and the service secured.

In arranging the various routes for these lines, it is no doubt foreseen, that a strong competition would grow up between some at least of the prinpal Atlantic cities as to their claims. All this we propose to obviate by a friendly arrangement beforehand, effected by their Boards of Trade and Chambers of Commerce. These might fix the routes so as to satisfy all, and their union on this point would secure the success of the whole plan.

It is in vain for us to expect any large increase of our foreign commerce outside of England and the continent of Europe generally without the means of regular correspondence. No merchants employ agents or send goods where they cannot be heard from. Multiply the means of communication and you increase trade. This is the whole secret of the present commercial prosperity of England; and we should be insane not to make use of it ourselves when we have such a splendid opportunity, such as we never had before, and would not have now, but for the wonderful increase of our navy, rendered necessary by the exigencies of war. Instead therefore, of regretting that increase let us make a good use of it. These vessels should not be laid up in navy yards to rot, nor sent round the world at an enormous expense merely to be seen, but should be set at work to do the most important part of the work of that commerce which they were built to defend.

We hope that our cotemporaries will unite with us therefore in keeping this question constantly before their readers, until public opinion shall do its work.

In six months' time if Congress would pass an enabling act, the Postmaster General could have half a score of mail lines in full operation.

Important to Miners.

"The United States Disintegrating Ore Company," organized under the State Laws of New York, have purchased from the inventor a perfected process for the treatment of ores, whereby the most unmanageable argentiferous, auriferous and other ores are fully and completely desulphurized and oxydized. By this process the assay can be reached, or, as nearly so as is possible, certainly 95 per cent of it expeditiously and cheaply, and with far less original outlay than is possible by any other known process. Large quantities can be treated in a single apparatus, reaching without difficulty 50 tons per day of 24 hours. Letters Patent have been secured by the Company, amply protecting their rights, and active measures are being taken to introduce their valuable process to the notice of the Mining interests. Temporary office, No. 74 Broadway, Rooms 14 and 15.

Oswego and Syracuse Railroad.

The earnings and expenses of this road for the years ending September 30, 1863 and 1864, have been as follows:

Earnings:	1863.	1864.
From passengers	$85,813 86	$119,074 98
" freights	69,210 98	95,347 41
" mails	3,239 78	2,846 39
" miscellaneous	1,492 90	1,725 16
	$159,757 52	$218,993 89
Expenses, viz:		
Repairs of road	$11,779 18	$20,325 90
" buildings, etc.	1,751 86	3,794 30
" engines	10,439 19	11,403 27
" cars	7,566 54	6,968 03
" tools, etc	1,195 30	1,020 94
Fuel	10,638 57	14,302 73
Oil and waste	973 96	1,370 13
Loss and damage	402 15	1,105 97
Road and train hands	12,360 38	15,460 61
Office expenses, etc.	1,228 84	1,124 90
Agents and clerks	2,888 55	2,818 29
Use of freight cars	216 07	1,155 48
General Superintendence.	2,150 00	2,300 00
Taxes on real estate	5,161 75	6,270 97
U. S. tax	2,471 46	5,646 39
All other expenses	9,073 78	11,869 95
	$79,697 58	$106,937 86
Net earnings	$80,059 94	$112,056 03

The expenses charged to cost of road and equipment during the year were $9,580 30, making the total expenses, $116,518 16. Ten new freight cars have been built at a cost of $7,306 56; and $1,796 71 have been expended upon an unfinished coach.

Two dividends of four per cent. each have been declared within the year, amounting to $38,592. The amount paid upon dividend account during the year was $39,223 50.

The equipment of the road consists of 6 engines; 10 passenger, 3 baggage, mail and express, and 51 freight cars. Miles run by engines with passenger trains, 44,737; with freight trains, 85,561; with working trains, 8,200—total, 88,498. Number of passengers carried, 181,416; do., carried one mile, 3,958,185. Tons of freight carried, 79,834; do., carried one mile, 2,451,432.

Length of road 85.910 miles. Length of double track, including sidings 2.211 miles. Weight of rail, 57 lbs. per yard.

The value, at cost prices, of stock and materials on hand at the close of the year was $15,934 71.

The amount of surplus fund derived from earnings, exclusive of bonds or the portion not expended for construction of the extension at Oswego, at the close of the fiscal year was $78,623 18.

A contract was made in March last for the necessary graduation and masonry to extend the tracks of the road down to the river at Oswego, and also for the construction of about 1,000 feet of ship channel, which is to be completed by the 1st of September next. A river front of about 1,700 feet has been secured, with ample dock grounds for transhipping lake freight, receiving, storing and delivering of coal into vessels, which is estimated to cost, including land damages, coal tracks and pockets, the sum of $200,000. The amount expended for the same to December 1st, was $72,500.

Income Account, September 30, 1864.

Balance October 1, 1863	$43,490 31
Receipts from passengers, freights, etc.	217,268 73
" bonds	114,000 00
" interest	1,449 81
" land	2,237 00
" miscellaneous	275 35
	$378,721 20
Paid on construction	$78,373 44
Maintenance of road	36,037 56
" machinery	21,146 38
Operating the road	49,753 92
Interest on bonds	13,880 48
" on floating debt	1,050 00
Dividends paid	39,223 50
Bonds "	6,500 00
Material 1864–'65	7,282 10
Balance carried to surplus fund	125,473 82
	$378,721 20

The Oswego and Syracuse Railroad Company was chartered on the 29th of April, 1839, and procured a renewal of its charter on the 14th of May, 1845. The company was organized on the 25th of March, 1847; and immediately after commenced construction. The road was opened for public use on the 16th of October, 1848.

The original amount of capital stock, as authorized by charter, was 7,000 shares of $50 each—the whole amount $350,000, having been paid in. On the 5th of June, 1854, the stockholders authorized the issue of 2,800 shares increased stock to the holders of the original stock *pro rata*. Of this amount only 2,648 shares were issued—making the total amount issued to date $482,400. The increased stock has been issued to the holders of the original stock upon the payment of 35 per cent. in cash; the balance, 65 per cent. being given the stockholders in consideration of the earnings of the road having been expended in construction and other improvements. The amount of cash realized from the sale of the increased stock was only $46,340.

The bonded debt of the company amounts to $311,500, of which $86,500 is due in 1870; $50,000 in 1875; $61,000 in 1880; and $114,000 in 1885.

COST OF ROAD AND EQUIPMENT.

Graduation and masonry	$258,655 13
Bridges	25,078 38
Superstructure, including iron	283,257 41
Stations, buildings and fixtures	10,056 24
Engine and car houses, etc.	23,735 47
Land, land damages and fences	154,461 28
Locomotives, snow ploughs, etc.	63,139 33
Passenger and baggage cars	21,256 55
Freight and other cars	43,804 02
Engineering and agencies	21,409 71
Total	$901,853 52

GENERAL LEDGER BALANCE.

Construction	$773,653 62
Equipment	128,199 90
	$901,853 52
Capital stock	$482,400 00
Funded debt	311,500 00
Floating debt	23,708 34
Profit and loss	84,245 18
	$901,853 52

COST, EARNINGS, EXPENSES, ETC., YEARLY.

	Cost of Road.	Earnings Gross.	Earnings Net.	Dividends.	Per cent.
1849	$548,353	$49,133	$13,542	*nil.*	*nil.*
1850	571,774	77,463	38,521	$14,000	4
1851	588,678	93,861	48,698	12,250	3½
1852	607,804	90,617	43,008	12,250	3½
1853	633,598	91,723	44,478	*nil.*	*nil.*
1854	677,754	104,557	51,172	"	"
1855	723,683	126,540	58,982	13,117	3½
1856	741,618	146,192	73,563	42,193	11
1857	752,030	149,373	73,754	33,436	8
1858	761,380	115,997	61,347	37,097	8
1859	775,677	109,152	60,829	38,592	8
1860	791,002	119,666	64,753	38,592	8
1861	800,914	116,302	62,554	38,592	8
1862	815,561	140,634	77,550	36,180	7½
1863	823,480	159,757	80,060	38,592	8
1864	901,853	218,994	112,056	38,592	8

The office of the company is at Oswego, N. Y. The officers are:

President.—F. T. CARRINGTON.

Directors.—F. T. Carrington, Luther Wright, W. B. Phelps, A. P. Grant, S. Doolittle, Gilbert Mollison, Oswego; Allen Munroe, E. B. Judson, T. T. Davis, Austin Myers, Syracuse; R. H. King, H. H. Martin, Albany; Joseph Battell, New York.

Vice President.—ALLEN MUNROE.

Treasurer.—LUTHER WRIGHT.

Secretary.—A. P. GRANT.

Superintendent.—GEORGE SKINNER.

New York and Harlem Railroad.

The earnings of this road for the year ending September 30, 1864, were $1,860,428. The expenses for transportation and construction were $1,409,820; and for interest, $432,439, total $1,842,259—leaving a balance of $18,169. The cost of the road is represented by—

Bonds	$6,115,800
Real estate mortgages	98,136
Floating debts	14,260
Total debt	$6,228,296

Statistics of Michigan.

The State census of 1864 states the population of Michigan at 803,745, a gain of 54,632 since the census of 1860. The drain of the war upon our male population is shown by the fact that while in 1860 the number of male inhabitants of Michigan exceeded the number of females by 50,275, in 1864 it was but 21,132 greater. The number of bushels of wheat raised during the year 1864 is 1,374,442 greater than the product of 1859, but there is nearly as great a falling off in the number of bushels of corn. The wool clip has largely increased, from 4,062,858 pounds in 1860 to 7,249,934 in 1864. New York and Ohio were the only States whose wool clip exceeded 5,000,000 pounds four years ago.

Finances of San Francisco.

In the JOURNAL of October 29, 1864, we gave a full review of the finances of San Francisco for the year ending June 30, 1863, together with the annual aggregates since the incorporation of the city. The tabulations in the article referred to were very complete and will render unnecessary any repetition at the present time. We now propose to bring down its financial history to the end of the past fiscal year, viz: June 30, 1864.

And first as to the valuation of real and personal property subject to taxation for State, County, and City purposes. For the two last past years this was as follows:

	1863–'64.	1864–'65.
Real estate	$43,116,538	$47,292,903
Improvements	14,634,381	11,621,662
Personal property	19,378,147	21,822,000
	$77,129,066	$80,736,165
In addition to the amount of the personal, as shown above, by a supplementary list completed to the end of October, additional assessments were made, amounting to	1,560,655	1,666,124
Total	$78,689,721	$82,402,289

The rates per cent. of taxation for the same years were as follows:

	1863–'64.	1864–'65.
For State purposes	$0.90	$1.25
For City and County	1.20	1.73
Total	$2.10	$2.98

The following shows the specific purpose for which the City and County taxes were assessed:

Purposes—	1863–'64.	1864–'65.
General fund	$0.42½	$0.61
Street light fund	0.07½	0.07½
School fund	0.20	0.35
Total for current expenses	$0.70	$1.03½
Corporation debt fund	0.45	0.47
Interest tax—railroad bonds	0.05	0.02½
Sinking fund—bonds of '63.	0.00	0.02½
Interest account—b'ds of '63	0.00	0.17½
Total for debt	$0.50	$0.69½
Aggregate for city & county	$1.20	$1.73

The revenue of the city and county from all sources for the fiscal year 1863–'64, (exclusive of receipts from the State for its proportion of school moneys and assessment expenses,) amounted to $1,010,759 36, being a decrease from that of the previous year of $323,921 98, as shown in the following comparative table:

	1862–'63.	1863–'64.
Taxes	$982,304 79	$683,600 23
Licenses	160,686 79	129,409 13
Fees	101,628 53	107,628 57
Fines of Courts	34,428 20	32,750 35
Harbor dues	18,127 05	20,297 25
Wharf & ground rents.	9,789 00	2,725 72
Poll taxes	18,852 43	17,434 80
Interest on loans	3,680 08	15,152 26
Sundries	5,184 47	1,761 05
	$1,334,681 34	$1,010,759 36
Collected for State of California	520,960 47	685,712 66
Total revenue	$1,855,641 81	$1,696,472 02

A large surplus having accumulated in the Treasury in the fiscal year 1862–'63, the tax levy of 1863–'64, was reduced 64½ cents from that of the previous year. This, with a great reduction in State, county and municipal licenses of several classes made by the Board of Supervisors, accounts for the diminution in revenue as presented above.

The amount received from the State for school apportionment was $23,918 04, and for assessment expenses $5,444 44.

It is also to be noted that the tax levy for school purposes was fixed at 20 cents instead of 35 cents, the amount authorized by statute; $60,000 being transferred from the surplus in the General Fund to the School Fund, as an equivalent for the difference in revenue.

The following exhibits the payments to the State and from what sources derived for the fiscal years ending June 30, 1863 and 1864:

Sources—	1862–'63.	1863–'64.
Property tax	$390.655	$506,171
Poll taxes	48,229	68,740
Licenses, &c.	24,619	45,421
Stamps	57,457	65,380
Total	$520,960	$685,713

The total payments by all the counties in the State into the State Treasury for the two years ending Dec. 14, 1862, and to Dec. 1, 1863, were:

Fiscal year 1861	$1,095,020
" 1862	1,554,607
" 1863	1,901,931
Three years	$4,551,558
San Francisco alone	1,510,199

—statements which show that San Francisco City and County pay one-third the total amount required for the support of the State Government.

The expenditures on account of the city and county for the fiscal year 1863–'64, are thus stated by the Treasurer:

Purposes—	
General fund	$718,413 82
Special fee fund	42,597 91
School fund	197,940 97
School fund—special	3,484 29
School mortgage account	1,733 33
Interest acc't for school b'ds of 1854.	8,068 62
" " " of 1860.	6,165 69
" " " of 1861.	2,072 50
Sinking fund—school bonds of 1854.	29,950 00
" — " of 1860.	5,100 00
" — " of 1861.	2,500 00
" —fire bonds	86,503 05
Corporation debt fund	223,855 63
Account of coupon of bonds of 1858	68,730 00
Interest tax account—S. F. & S. J. R. R. bonds	22,417 50
Interest account—fire and civil bonds	45 00
Street light fund	108,781 51
Street department fund	639 59
Pound fee fund	900 00
Special pound fee fund	10 65
Police contingent fund	3,389 63
Total payments	$1,528,299 69
Cash on hand June 30, 1864	187,274 49
Total disbursements of Treasury	$1,715,574 18
The total receipts, including school fund, amounted to	1,178,743 76
And the surplus from the previous fiscal year	536,830 42
Total means of Treasury	$1,715,574 18

the details of which appear in the Auditor's Report, p. 46–51.

The following is a summary of the funded debt

of the city and county as it appeared on the records June 30, 1864:

Description of securities.	Principal Interest Payable Payable.	When.	Where.	Amount Outstanding.	Annual S. Fund.
10s City bonds of 1851	1871	M. & N.	S. Fro.	$1,332,500	$50,000
10s City fire bonds of 1854	1866	J. & J.	N. Y.	114,500	16,667
6s City bonds of 1855	1875	"	"	329,000	*
6s City & City b'ds of 1858	1888	"	S. Fro.	1,133,500	†
7s School bonds of 1854	1866	M. & N.	N. Y.	42,000	†
10s " of 1860	1870	J. & J.	"	59,500	5,000
10s " of 1861	1870	"	"	20,000	5,000
7s City & City b'ds of 1862	1877	"	S. Fro.	240,000	2,500
7s " " of 1863	1878	—	"	60,000	‡
7s " " Oct. 1, '63	1883	A. & O.	"	974,886	48,719
7s " " June 1, '64	1884	J. & D.	"	48,098	2,405
Total June 30, 1864				$4,413,394	$130,291
Annual interest					341,907
Amount to be provided for by taxes for interest and sinking funds annually					$472,198

The note marks (*, †, &c.,) under the head of sinking fund, refer to the dates at which the annual payments thereto will commence, thus—* will commence in 1865; †, 1 1867; and ‡, in 1866. The "Sevens" of 1862 and 1863, payable in 1877 and 1878, were issued to the San Francisco and San Jose Railroad Company. The "Sevens" of Oct. 1, 1863, and of June 1, 1864, were issued principally in settlement of City Slip Judgments. The history of these is fully detailed in a former notice of the finances of the city. (See JOURNAL Oct. 29, 1864.)

From the above it appears that the amount of bonds outstanding June 30, 1864, was ..$4,413,394
Coupons due and not presented for payment 84,592

Total liabilities on bonds $4,497,986

In hands of sinking fund commissioners, viz:

Debt of 1857: estimated value of fund, investments, loans, etc	$693,378	
At credit of S. F.—fire bonds, cash and loans	113,861	
At credit of S. F.—school b'ds, cash and loans	43,265	
At credit of corporation debt fund	47,360	
At credit of interest tax acc'nt S. F. & S. J. R. R. bonds ...	5,166	
		903,030

Amount of debt (less S. F., etc.) $3,594,956

The funded debt increased about $950,000, during the year 1863–'64, principally by the issue of bonds for judgments. Most of the fund judgments are now settled, but suits are still pending in the Courts to the amount of about $250,000.

As regards the heretofore non-issuance or problematic future issuance of bonds to the Central Pacific Railroad Company of $600,000, (or if by compromise $400,000,) and to the Western Pacific Railroad Company of $400,000, no reference is made in the reports of any of the city and county officers. A recent publication prepared by the Special Council of the city, however, relates the history of the matter in controversy and the present state of the question. We have not yet seen this, and in its absence we refer our readers for such information relating to the subject as we possess to our last article on San Francisco Finance, October 29, 1864, and to the judgment in the case recorded in suits against Placer County in the same issue of the JOURNAL.

The Municipal Reports of San Francisco make up a considerable volume of 360 pages, and relate to police, schools, hospitals, etc. It is scarcely possible without expanding our notice of it beyond the limits appropriate to a single article to notice these separately and at length. There are, however, prominent topics which invite attention while they exhibit the progress of the city in material and moral capacity, and measure the greatness to which it has attained in the few years elapsed since Americans commenced the grand civil structure which has been the result of their labors.

The great blot in the escutcheon of the city is the violence, crime, and immorality with which like all new and prosperous places it is beset. The number of arrests by the police in 1863–'64, was 7,138. Among these were 17 cases of murder, and (accessory to that crime;) 1,313 cases of assault, of which 58 were with deadly weapons, 22 with intent to kill, and 55 with intent to commit rape; 197 cases of grand, and 404 of petty larceny, 31 cases of robbery; 61 cases of burglary; 141 cases of malicious mischief; 60 cases of gamblers; 2,484 cases of drunkenness, etc. This is a catalogue of crime unprecedented in a city of the dimensions of San Francisco; but we are told that the police and authorities are unanimous in rooting out the evils these statistics discover. Gambling, especially, appears to claim the interference of the police, and the superintendent says that he will be able to extirpate it altogether if proper authority is vested in him for such purpose.

The fire department numbers 14 engine, 3 hook and ladder, and 4 hose companies, together 896 men. The city is supplied with water by two companies—the Spring Valley Water Works Company which supplies 145 public hydrants, and the San Francisco City Water Works Company which supplies 227 public hydrants. There are also 49 public and private cisterns, with capacities varying from 20,000 to 60,000 gallons, and aggregating about 2,000,000 gallons. The number of fires not including 21 alarms, was 32, and the total loss of property by fire during the year, $145,000.

The coroner reports 20 suicides, 17 accidental deaths and 8 other sudden deaths—total 45 violent deaths. Of the suicides, 4 were by strychnine, 2 by arsenic, 4 by laudanum, 1 each by opium, morphia, prussic acid, strangulation, bleeding, and drowning, and 4 by pistol shots. Of accidental deaths 7 were by drowning, 3 by being run over, 5 by fire and one each by fall of wall and wagon. Among the other cause of death were—murder 6, still-born 1, and peritonitis 1. The whole number of cases attended to were 104, in which autopsy was inititued in 31 cases.

The harbor master reports 534 vessels of 60,894 tons as being in the coasting and bay trade. This is an increase of 27 vessels, and 9,870 tons over the previous year. These he classified as follows: 82 steamers, 11,042 tons; 11 ships, 6,546 tons; 47 barks, 16,996 tons; 93 brigs, 8,241 tons; 275 schooners, 14,573 tons; 132 sloops, 2,768 tons, and 4 barges, 728 tons. The arrivals from foreign ports and the Atlantic States numbered 536, measuring 416,832 tons, coming from the following countries:

	Vessels.	Tons.
Atlantic United States	110	117,828
Australia	27	13,881
Brazil	6	2,515
Chili	7	2,982
China	48	30,112
Central America	15	5,970
Ecuador	1	130
East Indies	14	7,102
Falkland Islands	1	709
France	14	6,165
Germany	10	4,219
Great Britain	31	25,631
Japan	7	1,796
Mexico	61	23,346
New Zealand	1	351
New Granada	44	99,318
Peru	7	2,108
Russian Possessions	12	4,204
Sandwich Islands	24	8,537
Society Islands	16	2,753
Spain	2	677
Vancouver & British Columbia.	60	50,955
West Indies	2	800
Whalers	16	4,733

And of the total the following is the descriptive list for 1862–'63 and 1863–'64:

	1863–'64.		1862–'63.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	93	159,489	91	139,373
Ships	194	184,832	178	179,363
Barks	148	53,992	127	46,178
Brigs	50	11,142	40	8,171
Schooners	52	7,377	59	5,538
Total ..	536	416,832	485	378,523
			536	416,832
Increase in 1863–'64			51	38,309

The city and county hospital received during the year 1,397 patients, and discharged 1,337, of which 189 were by death, and 903 cured. The number of inmates at the beginning of the year was 288, and at the end 348—the average number having been 322. This does not include 985 outside patients, nor 10 children born in hospital. Of the internal patients 414 were Americans, and 983 foreigners.

The industrial school contained at the end of the year 90 inmates, of which 76 were boys, and 14 girls. The whole number of commitments since the opening of the institution May 3, 1859, including 17 re-commitments, has been 352, viz., 290 boys and 62 girls. The cost of this institution to the public is $15,000 a year.

The school statistics are very interesting but too voluminous for our purpose. In 1860 there were in the city 15,116 youths under 21 years of age, in June, 1864, there were 30,879. The public schools of the city are classed as follows:—1 high school for boys and 1 for girls; 6 grammar schools, 15 primary; 4 evening; 1 normal; 1 colored, and 1 Chinese. The number of teachers employed is 102, of which 84 are females and 18 males. Twenty-four additional teachers would be employed in 1864–'65. The average daily attendance at these schools increases rapidly: in 1860, it was 2,837; in 1861, 3,877; in 1862, 3,794; in 1863, 4,389, and in 1864, 5,470. The cost of instruction the last year was $126,285, or $21 per pupil. In Boston in the same year it was $15 77, in Chicago $13 55, and in Cincinnati $12 55. In

these figures no account is taken of the cost of building or interest on the school debt.

There are other subjects in the reports which it would be interesting and profitable to examine, but space forbids; and San Francisco is not the nation at large.

Three railroads traverse the streets of the city extending into the suburbs, and there is a railroad in operation from San Francisco to San Jose a distance of 50 miles.

Erie and Pittsburg Railroad.

The following gentleman have been elected directors of this company for the ensuing year: W. L. Scott, President; Directors, John P. Vincent, Job Hearn, John A. Tracy, James Pierce, V. M. Thompson and Dean Richmond.

East Pennsylvania Railroad.

From the report of this company for the year ending November 30, 1864, we learn that the receipts during that time were:

From passengers	$111,802 04
" freights	215,589 91
" U. S. troops	16,328 80
" " freights	5,622 63
" express, mail, etc	8,065 75
	$357,409 13

And the expenditures were:

Transp. of passengers and freight, motive power, etc	$158,448 47	
Construction, renewal, interest, etc	231,338 12	
Rolling stock, land damages, etc	39,863 15	
		429,649 74
Deficiency		$72,240 61

The increase of gross earnings in 1864 over 1863, was $113,511 19; the increase in expenditure, $225,050 02.

The entire cost of the road, rolling stock, depots, land damages, real estate, etc., November 30, 1864, was $1,455,648 08—showing an increase during the year of $163,016 58.

The general office of the company, in Reading, is finished, and now occupied. It is a large three storied fire-proof brick building.

Shops for the repairs of engines, and the construction and repairs of cars, and also a round house for the locomotives, were built during the year. These buildings are of brick and covered with slate.

The shops are in operation, and will be of great advantage to the company. The cost of these buildings and the machinery in the shops largely increased the expenditures for the year, but they were indispensable.

All the sidings along the road and at Reading and Allentown were extended, and several new ore wharves and three new bridges constructed. A water station was built near Millerstown, and one at Allentown nearly finished. These are supplied from springs and of course will be no further expense.

The rolling stock is in good condition, and the track in first rate order, and the financial affairs very satisfactory, considering the large indebtedness of the company when they started and the improvements since made.

President—Edward M. Clymer. Directors—E. K. Alburtis, Horatio Trexter, William H. Clymer, C. H. Hunter, Isaac Ely, George R. Frill, George E. Clymer, Diller Luther,

Military Railroads of the United States, January 1st, 1865.

Brig. Gen. D. C. McCallum, Director and General Manager, Washington.
A. Anderson, Chief Superintendent and Engineer, Washington.

Military Railroads of Virginia.

J. J. Moore, Chief Engineer and General Superintendent, Alexandria, Va.

Name of Lines.	In Operation. From	To	Miles.	Superintendents.	Offices.
Alexandria and Washington	Alexandria	Washington,	7	J. McCallum,	Alexandria.
Alex., Loudoun and Hampshire.	"	Falls Church,	12	"	"
Orange and Alexandria	"	Fairfax,	16	"	"
Winchester and Potomac	Harper's Ferry	Stevenson,	28	O. A. Dorrance,	Harper's F.
City Point and Army	City Point	Patrick,	15	G. M. Huntington,	City Point.
Norfolk and Petersburg	Norfolk	Suffolk,	23	H. F. Woodward,	Norfolk.
Seaboard and Roanoke	Portsmouth	"	18	"	"

Military Division of the Mississippi.

E. L. Wentz, General Superientendent, Nashville, Tenn.
W. W. Wright, Chief Engineer, Chattanooga, Tenn.

Nashville and Chattanooga	Nashville	Chattanooga,	151	W. J. Stevens,	Nashville.
" Decatur and Stevenson	"	Stevenson,	200	"	"
" and North Western	"	Johnsville,	78	"	"
" and Clarksville	"	Clarksville,	62	"	"
Chattanooga and Knoxville	Chattanooga	Knoxville,	112	Tallmadge,	Chattanooga.
" " Atlanta	"	Dalton,	36	"	"
Knoxville and Bristol	Knoxville	Bulls Gap,	56	"	"
Cleveland and Dalton	Cleveland	Dalton,	27	"	"

Military Division of West Mississippi.

Mobile and Ohio	Columbus	Union City,	A. F. Goodhue,	Memphis.
Memphis and Charleston	Memphis	Grand Junction,	"	"
Vicksburg and Jackson	Vicksburg	Big Black,	E. D. Butler,	Vicksburg.

TABLE exhibiting the price of gas per 1,000 cubic feet, in the principal cities, &c., on the 30th of June, 1862, and 1st of December, 1864:

Cities.	June 1862.	Dec. 1864.	Discount for prompt. payment.	Net Cost.	Advance since '62.	Reduct'n since '62.	Remarks.
Washington	$3 15	$2 80	10 per ct.	$2 52		$0 63	Average price, $2.61.
" (Citizens)	3 15	3 00	10 per ct.	2 70		0 45	Average reduction 54c.
Augusta	4 00	5 15	———	5 15	$1 15		
Portland	3 00	3 80	5 per ct.	3 61	61		
Manchester	2 50	4 00	None.	4 00	1 50		
Portsmouth	3 72	5 10	12½ per ct.	4 46	74		
Boston	2 25	2 75	None.	2 75	50	....	Since increased to $3, per 1,000 feet.
Providence	3 00	4 00	———	4 00	1 00		
Newport	3 50	4 50	20 cents.	4 30	80		
Hartford	2 70	4 00	5 per ct.	3 80	1 10		
Burlington	4 50	6 50	None.	6 50	2 00	....	5 per ct. *added* if not paid within 5 days.
Buffalo	2 50	3 75	25 cents.	3 50	1 00		
Syracuse	3 00	4 10	10 cents.	4 00	1 00		
Troy	3 00	3 80	None.	3 80	80	....	10 per cent. *added* if not paid within 5 days.
Albany	3 00	3 80	None.	3 80	80	....	5 per ct. *added* if not paid within 10 days.
New York Co.	2 50	2 75	None.	2 75	25		
" Manhattan	2 50	2 50	None.	2 50		....	Price restricted by charter.
" Metropolitn	2 50	2 50	None.	2 50		....	Price restricted by charter.
" Harlem	3 00	3 80	None.	3 80	80		
Brooklyn Co.	2 50	3 00	None.	3 00	50		
" Citizens	2 00	3 50	None.	3 50	1 50		
Staten Island	3 50	5 00	10 per ct.	4 50	1 00		
Jersey City	3 00	3 50	None.	3 50	50	....	5 per ct. *added* if not paid within 5 days.
Newark	2 92	3 50	———	3 50	58		
Philadelphia	2 00	3 00		2 85	85	....	Works owned by City—of course no profit.
Harrisburg	2 50	3 50	———	3 50	1 00		
Pittsburg	1 50	1 60	None.	1 60	10		
Wilmington	3 00	3 50	20 cents.	3 30	30		
Baltimore	2 50	3 30	9 per ct.	3 00	50		
Georgetown	3 33	3 50	5 per ct.	3 33			
Alexandria	3 33	4 00	———	4 00	67	....	Works owned by City—of course no profit.
Wheeling	2 70	3 35	10 per ct.	3 00	30		
Columbus	3 00	3 16¾	———	3 16¾	16¾	....	Advanced to $3.09 net Dec. 1.
Cincinnati	2 38	2 50	5 per ct.	2 38			
Indianapolis	3 75	4 30	None.	4 30	55		
Louisville	2 50	3 50	5 per ct.	3 33	83		
St. Louis	3 33	3 50	5 per ct.	3 33		....	Contract made in 1861 for *five* years—"Losing money. Should be $3,40 net."
Detroit	2 50	2 50	None.	2 50			
Adrian	3 50	4 40	None.	4 40	90		
Chicago	2 50	3 50	None.	3 50	1 00		
Milwaukee	3 50	4 37	37 cents.	4 00	50		
St. Paul	6 00					....	No reply received.
Burlington	4 00	4 50	None.	4 50	50	....	Coal costs $6.50 at Gas Works.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ... Ca.	200,000	5	----	1¼
Acton Vale ... Ca.	50,000	5	----	5c
Adventure ... U. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	22
Algomah ... "	20,000	----	2	2⅝
Allismoe ... Ca.	200,000	2½	----	----
Allouez ... L. S.	20,000	----	1	3½
American ... Ca.	200,000	2½	----	----
Amygdaloid ... L. S.	20,000	----	----	25
Annapolis ... Md.	50,000	10	----	----
Arizona ... Ariz. T.	10,000	100	----	----
Ascot ... Ca.	20,000	20	----	----
Astor ... L. S.	20,000	----	1	6½
Atlas ... "	20,000	----	1	7
Aztec ... "	20,000	----	1	7
Balt. and N. C. ... N. C.	20,000	5	----	20c
Bare Hill ... "	----	----	----	3½
Bay State ... L. S.	20,000	----	3½	18
Beaver ... "	20,000	----	1	----
Bedford ... Ca.	125,000	5	----	70c
Black River ... "	200,000	2½	----	14c
Bohemian ... L. S.	20,000	----	7½	10½
Bolton ... Ca.	200,000	5	----	1
Boston ... L. S.	20,000	----	5*	3
B. and Corinth ... Vt.	20,000	10	----	----
Brooklyn ... L. S.	20,000	----	2	----
Brome ... Ca.	100,000	5	----	2
Cabot ... L. S.	20,000	----	½	----
Caledonia ... "	20,000	----	----	7
Cambridge ... "	20,000	----	5	25c
Canada ... Vt.	100,000	1	----	75c
Carp Lake ... L. S.	20,000	----	----	1½
Cascade ... "	20,000	----	----	----
Central ... "	20,000	----	----	52½
Champlain ... Ca.	200,000	1½	----	15c
Chatham ... "	200,000	2	----	----
Chaudiere ... "	100,000	1	----	50c
Chester ... "	200,000	1	----	12c
Cheticamp ...	30,000	5	----	----
Chippewa ... L. S.	20,000	----	----	----
Cleveland ... Ca	100,000	5	----	----
Cliff ... L. S	20,000	----	----	1
Clifton ... "	20,000	----	----	----
Collin ... "	20,000	----	½	----
Columbian ... "	20,000	----	4½	9
Consolidated ... "	20,000	----	5	5c.
Copper Falls ... "	20,000	----	24½	30
Copper Harbor ... "	20,000	----	1	----
Copper Hill ... "	200,000	1	----	----
Copperas Hill ... "	50,000	10	----	----
Cornwall ... Vt.	100,000	2	----	25c
Dacotah ... L. S.	20,000	----	----	½
Dana ... "	20,000	----	3½	1⅝
Deep River ... N. C.	----	5	----	20c
Delaware ... L. S.	20,000	----	----	15
Derby ... "	20,000	----	----	1½
Devon ... "	20,000	----	1	4½
Dorchester ... "	20,000	----	6	7
Douglas ... "	20,000	----	----	----
Dover ... Ca.	200,000	----	1	4
Dudley ... L. S.	20,000	----	½	3
Dunham ... Ca.	200,000	2	----	25c
Durham ... "	200,000	5	----	25c
Eagle River ... L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ... Ca.	25,000	20	----	4
Essex ...	200,000	----	----	20c
Etna ... L. S.	20,000	----	----	12½
Eureka ... "	20,000	----	----	----
Everett ... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ... "	20,000	----	----	5½
Forest City ... "	20,000	----	3	----
Forest Shepherd ... "	20,000	----	6	----
Franklin ... L. S.	20,000	----	6½	52½
French Creek ... Pa.	100,000	5	----	75c
Gardner City ... L. S.	20,000	----	----	----
Gardner Hill ... "	20,000	----	5	87½
Girard ... "	20,000	----	----	6
Glade ... "	20,000	----	1	----
Glencoe ... Ca.	200,000	1	----	10c
Globe ... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ... Ca.	100,000	5	----	65c
Great Western ... L. S.	20,000	----	2	1⅝
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ... L. S.	20,000	----	5	28c
Hamilton ... "	20,000	----	----	1
Hancock ... "	20,000	----	6½	10
Hanover ... "	20,000	----	½	3
Hartford ... "	20,000	25	12½	----
Hazzard ... "	20,000	----	----	----
Highland ... "	20,000	----	7	6½
Hilton ... "	20,000	----	----	3
Hope ... "	20,000	----	½	1½
Hudson ... "	20,000	----	----	2
Hulbert ... "	20,000	----	----	7
Humboldt ... "	20,000	----	2	8
Hungarian ... "	20,000	----	1	2½
Huron ... "	20,000	----	16	37
Indiana ... "	20,000	----	----	5
Inverness ... "	200,000	2½	----	----
Isle Haute ...	40,000	----	----	----
Isle Royale ... L. S.	20,000	5	15	12½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ... L. S.	20,000	----	----	----
Keweenaw ... "	20,000	----	----	6
Kickapoo ... "	20,000	----	1	----
King Phillip ... "	20,000	----	2	----
Knowlton ... "	20,000	----	1	6
Lafayette ... Ca.	200,000	1	----	1½
Lake ... "	200,000	1	----	14c
Lawrence ... L. S.	20,000	----	----	----
Lennoxville ... Ca.	100,000	5	----	50c
Logan ... "	100,000	3	----	2
Lyster ... "	200,000	2	----	----
Madison ... L. S.	20,000	----	1	3½
Malden ... "	20,000	----	1	----
Mandan ... "	20,000	----	2½	50c
Manhattan ... "	20,000	----	2½	6½
Marquette ... "	20,000	----	----	3½
Maryland ... Md.	----	5	----	60c
Mass ... L. S.	20,000	----	----	----
Massachusetts ... "	20,000	----	----	----
Mendota ... "	20,000	----	----	5
Merrimac ... "	20,000	----	----	3½
Meteor ... "	20,000	----	----	----
Mesnard ... "	20,000	----	5½	5
Michigan ... "	20,000	----	----	----
Middlesex ... "	20,000	----	----	----
Mineral Hill ...	----	----	----	1½
Minnesota ... L. S.	20,000	----	3½	24
Mississquoi ... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ... L. S.	20,000	----	----	----
Nashua ... "	20,000	----	----	----
National ... "	20,000	----	5½	28
Native ... "	20,000	----	3	87½c
Naumkeag ... "	20,000	----	1	3
Nelson ... Ca.	200,000	1	----	10c
Nequaket ... L. S.	20,000	----	1	----
Nevada (Silver) ... "	20,000	----	----	----
New England ... "	20,000	----	2	75c
Newton ... Ca.	200,000	1	----	8c
New York ... L. S.	20,000	----	----	½
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ... "	20,000	----	3	15c
North Sutton ... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	5
Norwich ... "	20,000	----	----	4½
Ogima ... "	20,000	----	----	6½
Ontonagon ... "	20,000	----	----	1½
Ottawa ... Ca.	200,000	1	----	2½c
Pacific ... L. S.	20,000	----	----	----
Pennsylvania ... "	20,000	25	2½	11½
Petherick ... "	20,000	----	2½	12
Pewabic ... "	20,000	----	3½	55
Phila. & Boston ... "	20,000	----	15	2
Phœnix ... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	5½	78½
Pontiac ... "	20,000	----	3½	2½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ... L. S.	20,000	----	----	½
Quincy ... "	20,000	----	10	94½
Reid Hill ... Ca.	200,000	1	----	----
Reliance ... L. S.	20,000	----	----	7½
Richford ...	60,000	5	----	----
Ridge ... L. S.	20,000	----	----	----
Rockland ... "	20,000	----	5	11
Roscoe ... Ca	200,000	1	----	----
Rudisell ...	----	----	----	65c
St. Clair ... L. S.	20,000	----	3	7
St. Flavien ... Ca.	100,000	5	----	----
St. Francis ... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	3
Salem ... "	20,000	----	1	----
Sharon Consol ... "	20,000	----	----	3
Sheldon ... "	20,000	----	----	16
Silver Creek ... "	20,000	----	1	----
Silver Hill ... "	20,000	----	----	30c
Silver Lake ... "	20,000	----	----	----
Silver Valley ... "	20,000	----	----	20c
Southampton ... Ca.	100,000	5	----	----
South Bedford ... "	200,000	2	----	20c
South Side ... L. S.	20,000	----	3	2½
Springfield ... Md.	----	5	----	1½
Stadecona ... Ca.	100,000	5	----	----
Star ... L. S.	20,000	----	7½	6
Stark ... Vt.	100,000	2	----	----
Strafford ...	30,000	10	----	50c
Superior ... L. S.	20,000	----	4	6
Sussex ... "	20,000	----	----	----
Sutton ... Ca.	100,000	5	----	85
Toltec ... L. S.	20,000	----	20	2½
Tremont ... "	20,000	----	5*	2½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ... "	25,000	10	----	----
Victoria ... L. S.	20,000	----	1½	----
Vulcan ... "	20,000	----	----	----
Washington ... "	20,000	----	----	----
Waterloo ... Ca.	100,000	3	4*	15c
Waukegan ... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ... Ca.	200,000	5	----	55c
Wickopee ... "	100,000	5	----	5½
Winthrop ... L. S.	20,000	----	3½	2
Wyandotte ... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ... N. Y.	50,000	50	----	4
East River ...	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ...	20,000	5	----	----
Kahtadin ... Me.	3,000	100	----	----
Lake Superior ... L. S.	20,000	25	----	----
Massachusetts ...	25,000	1	----	----
Mount Pleasant ... Pa.	10,000	50	----	----
Teal Lake ... L. S.	----	----	----	2½
Tyson ...	20,000	10	----	9½
Lead and Zinc:				
Amenia ... N. Y.	100,000	5	----	8½
Bucks County ... Pa.	----	----	----	½
Canada ... Ca.	50,000	5	----	2½
Clute ...	----	----	----	1
Crystal Lake ...	----	----	----	----
Erie ...	----	----	----	21
Gay's River ...	100,000	2	----	----
Hampton ...	100,000	5	----	----
Keystone ... Pa.	----	----	----	1½
Lancaster ... "	----	----	----	----
Macomb ... N. Y.	100,000	5	----	1½
Mineral Point ...	100,000	5	----	½
Mount Hope ... N. Y.	80,000	5	2½	----
National ...	200,000	1	----	----
New Jersey ... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	2½
Oswegatchie ... Ca.	100,000	5	----	1
Placentia Bay ... N. F.	----	----	----	1½
Ramsay ... Ca.	20,000	25	----	----
Rossie ... "	100,000	5	----	----
Shawangunk ... N. Y.	100,000	5	----	----
Sussex ... N. J.	----	----	----	40c
Union ...	100,000	5	----	57c.
Wallkill ... N. Y.	----	----	----	1
Coal & Anthracite:				
American ... Pa.	37,500	25	----	80
Ashburton ... "	50,000	50	----	16
Atlantic & G. C. ... Md.	----	----	----	1½
Baltimore ... "	----	100	----	86
Bear Valley ... "	40,000	12½	----	20
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ... "	10,000	50	----	10½
Big Mountain ... Pa.	----	----	----	5½
Blackhall ... N. S.	8,000	25	----	----
Boston & Pictou ... "	100,000	5	----	----
Bridgeport ... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ... "	----	----	----	11½
Cape Briton ... N. S.	200,000	2½	----	----
Carbondale ... Pa.	----	----	----	3
Central ... "	----	----	----	45
Clinton ... "	----	----	----	1
Coal Brook ... "	4,000	50	----	----
Continental ...	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	44½
Daniel Webster ...	5,000	100	----	----
East Mahanoy ... Pa.	----	----	----	----
Everhart ...	20,000	25	----	----
Franklin ... Pa.	5,000	100	----	66
Fulton ... "	60,000	5	----	6½
Gilbertson ...	5,000	100	----	78
George's Creek ... Pa.	10,000	----	----	118
Grand Tunnel ...	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4½
Hampton & Balt. ... Md.	----	----	----	91
Hazleton ... Pa.	32,300	50	----	75
Henry Clay ...	3,000	100	----	----
International ... N. S.	20,000	50	----	----
Lawrence ... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	50
Lorberry ... "	4,000	100	----	30
Macan ... "	2,000	100	----	----
Mahanoy ... "	1,000	29	----	----
Metropolitan ... "	----	100	----	----
Middle Coal Fields ... "	----	----	----	9
Milford ...	2,500	50	----	----
Mill Creek ... Pa.	----	----	----	----
Mulgrave ...	2,000	----	----	----
Narragansett ... R. I.	8,000	10	----	----
New Creek ... Pa.	----	----	----	1
North & Luzerne ... "	----	----	----	----
Penn ... "	100,000	50	----	180
Penn. Cannel ... "	6,000	50	----	----
Picton ... "	4,000	100	----	----
Pine Knot ... Pa.	4,000	50	----	----
Port Hood ...	4,000	100	----	----
Potomac ... Md.	40,000	10	----	5½
Powell ... Pa.	----	----	----	----
Preston ... "	----	----	----	28
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway ...	----	----	----	----
St. Clair ... Pa.	5,000	100	----	24
Schuylkill Valley ... "	20,000	10	----	7½
Shawmut ...	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	38½
Stafford ...	----	----	----	----
Suffolk ...	4,000	100	----	93
Sugar Loaf ... Pa.	----	----	----	----
Summit ... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ... "	----	----	----	----
Vandermark ...	20,000	50	----	----
Wyoming Valley ... Pa.	22,760	50	----	46

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ... Col.	50,000	10	----	----
Acadia (G.) ... N. S.	100,000	3	----	----
Albion (G.) ... "	100,000	3	----	¼
Alpine (G.) ... Col.	150,000	10	----	----
Alps (G.) ... "	100,000	5	----	----
American ... "	200,000	2	----	----
Am. & Mex. (S.) N. M.	----	----	----	----
Am. Pioneer ... A. T.	----	----	----	----
Arizona (Silver) ... "	----	----	----	----
Atlantic (G.) ... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ... Col.	200,000	5	----	----
Beacon (G.) ... N. S.	200,000	2	----	----
Benton (G.) ... "	100,000	5	----	½
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ... "	10,000	50	----	105
Briggs (G.) ... "	10,000	100	----	----
Bullion (G.) ... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ... Ca.	200,000	2	----	50c
Central (G.) ... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	90c
Chebucto ... N. S.	100,000	5	----	65c
Colonial (G.) ... Ca.	100,000	2½	----	25c
Colorado (G.) ... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) ... "	200,000	20	----	----
Corisannie (G.) ... "	100,000	10	----	6
Corydon (G.) ... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ... Ca.	50,000	20	12½	15
Dorset (G.) ... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ... "	----	----	----	----
Empress (S.) ... "	----	----	----	----
Eureka (G.) ... Cal.	----	----	----	----
Excelsior (G.) ... Col.	30,000	10	----	14
Frankfort (G.) ...	100,000	2	----	----
Garrison's (G.) ... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ... Col.	100,000	5	----	1½
Gold ... "	100,000	5	----	3½
Gold Field ...	50,000	10	----	----
Gold Hill ...	50,000	10	----	----
Gold River ...	100,000	3	----	----
Gould & Curry (G.S.) N.	----	----	----	----
Gunnell (G.) ... Col.	300 000	10	----	2½
Halifax (G.) ... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ... Col.	150,000	2	----	----
Hope (G.) ... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	½
Isabella (G.) ... Col.	----	----	----	----
Kennebec (G.) ... Ca.	100,000	5	----	----
Kent (G.) ... N. S.	200,000	1	----	----
Lake (G.) ... Col.	----	----	----	----
Lake Major ... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ... Col.	100,000	10	----	----
Mariposa (G.) ... Cal.	100,000	100	----	11½
Massachusetts (G.) Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	½
Nova Scotia (S.) ... "	100,000	2	----	2½
Oldham (G.) ... "	100,000	2	----	----
Otate (S.) ... Mex.	----	----	----	----
Palma (S.) ... "	----	----	----	----
Peck (G.) ... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ... A. T.	50,000	50	----	----
Pontiac (G.) ... Col.	50,000	20	----	----
Prince Albert (G.) Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	6
Quicksilver ... Cal.	40,000	25	----	97½
Renfrew (G.) ... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ... Col.	----	----	----	10
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) ... A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ... Ariz. T.	----	----	----	----
Scottie (S.) ... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ... Ariz. T.	----	----	----	----
Southam (G.) ... N. S.	100,000	5	----	----
Stafford (G.) ... Ca.	100,000	5	----	2½
Star (G.) ... Col.	100,000	25	----	----
Stewart (G.) ... Ca.	100,000	5	4	75c
Tascher (G.) ... "	50,000	10	----	----
Victoria (G.) ... "	100,000	2	----	----
Waverly (G.) ... "	50,000	10	----	----
Windsor (G.) ... Col.	100,000	10	----	----
United States (G.) ... "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equal val'r in single tr'k	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	1,200	8	....	42
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	104
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	93
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	53¾
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	60
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	41	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	43,178	217,253	13,036	8	....	....
30 Nov. '63	1.54	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N. Y.)	994,655	446,073	550,000	—	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'g)	—	—	—	—	—	—	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris's & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	240,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	112
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,319,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	50
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	17
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	47
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	57½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	24
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	26
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	15½
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,891	—	—	....	....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	10
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	13
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,[illegible]8	36	20	67
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'nF.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	33
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens.)	171,776	192,750	—	6,000	126,623	45,960	16½	20	44½
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	24½
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	16
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	88,875	70,000	—	—	—	—	—	....	....
30 Nov '62	10.20	—	—	—	—	St Louis	298,604	298,604	—	—	—	—	—	....	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1851	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	60,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	101
2d Mortgage	50,800	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 .....registered	$9,415,250	6	Jan. & July.	1867	130
Loan of March 31, 1848 .....registered	3,998,342	6	" "	1868	130
" " " ..... coupon		6	" "	1868	130
Texas Indemnity, of Sep. 9, 1850 .....coupon	2,062,000	5	" "	1865	225
Loan of June 14, 1858 .....registered	20,009,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	102
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	100
" " " ..... coupon		5	" "	1871	104
Oregon War Debt of March, 1861 ....coupon	1,016,000	6	" "	1881	110
" " " " ..... coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	111¼
" " " ..... coupon		6	" "	1881	109¼
Loan of July 17, & Aug. 5, 1861 ...registered	249,977,800	6	" "	1881	110
" " " ..... coupon		6	" "	1881	109¾
Loan of Feb. 25, 1862 (5-20s) .....registered	510,756,900	6	May & Nov.	1882	108¾
" " " (5-20s) ..... coupon		6	" "	1882	109
Loan of March 3, 1864, (10-40s) ...registered	81,680,000	5	Mar. & Sept.	1904	101¼
" " " " .....coupon		5	" "	1904	101
Loan of March 3, 1864 (5-20s) .....registered	40,000,000	6	May & Nov.	1884	----
" " " " .....coupon		6	" "	1884	108¼
Treasury Notes of July 17, 1861 .....coupon	14,145,900	7.3	April & Oct.	1864	117
" " of Mar. 3, 1864 .....coupon	76,668,550	7.3	Feb. & Aug.	1867	114
Debt Certificates	236,375,000	6	At maturity.	.....	98
One Year Treasury Notes (legal tender)	43,585,000	5	" "	.....	----
Two Year's " " " "	15,748,000	5	" "	.....	----
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	88,813,370	6	"	1867	----
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ...coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State). "	610,000	6	paid for	1868	----
" — " " (" "). "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July	1878	156
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds .....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	103
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds .....coupon	143,000	7	.....	.....	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	98
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	86
" — " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	85
" — " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock ..... "	1,243,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks .....coupon	200,000	7	Jan, & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	99
" — " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ...coupon	516,130	6	.....	d'm'd.	65
" — " " (R. R. etc.) ... "	3,902,000	6	.....	'67-'99	----
" — " " (banks) ..... "	5,398,583	6	.....	.....	----
" — " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101¼
Maryland—State bonds (st'l'g) .....coupon	816,000	5		1865	----
" — " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	6		'89-'90	104¼
" — " " (st'l'g conv.) .. "	2,490,569	6		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly	1888	----
" — " " (") ..... "	767,560	5	quarterly.	'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") . "	300,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	346,000	5	April & Oct.	'66-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	'64-'66	----
" — "	247,000	6	June & Dec.	'68-'72	----
" —	68,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan .....coupon	3,000,000	6	Jan. & July.	'71-'76	130¼
" — " " " ..... "	600,000	5	" "	'77-'78	115¼
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	118¾
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan .....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan .....(" ") "	567,000	7	" "	1886	109
" —Redemption Fn (" ") "	2,000,000	6	" "	'63-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) .....coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	64
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'88	72
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	83
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	.....	.....	----
New Hampshire—State bonds .....coupon	635,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	248,107	5	" "	pleas	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1868	107
" " — " " " " "	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " "	1,800,000	6	" "	'68-'78	119
" " — " " " " "	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	----
" " — " " " " "	11,050	5½	.....	d'm'd.	----
" " — " " " " "	14,230	6	.....	d'm'd.	----
" " — " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " " "	15,888,025	6	" "	64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	88½
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	101
" — " " (" ") ..... "	1,600,000	6	" "	1875	102
" — " " (" ") ..... "	4,095,309	6	" "	1881	102
" — " " (" ") ..... "	2,400,000	6	" "	1886	105
" — " " (domestic debt)	125,680	6	" "	1863	102
" — " " (war loan) .....coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	----	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	94¾
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds .....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug.	1864	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,673	5	Jan. & July.	1865	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	5	" "	1870	100½
" —State bonds .....coupon	4,880,000	5	Feb. & Aug.	1877	95
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds .....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation ...	97,360	----	.....	.....	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ....coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	56
" — " " (internal impr.)	2,063,606	5	.....	Var.	48
" — " " (railroads) ... "	12,799,000	6	.....	Var.	56
" — " " (capitol) ..... "	608,000	5	.....	1890	56
" — " " (Hermitage) . "	48,000	6	.....	1890	56
Texas—Had no debt in 1861	.....	----	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'62-'64	----
" —State bonds (war loan) ....coupon	58,000	6	.....	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	50
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	6	" "	1892	----
West Virginia—No information	.....	----	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	78-'85	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,984	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,417	205,802	162,722	178,785	206,090	224,256	312,164	320,857	281,419	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,161,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	319,816	303,187	2,885,426
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,004	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,985	50,336	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	96,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,[illegible]
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,[illegible]
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,493	1,021,976	974,317	1,085,364	1,291,006	1,202,569	1,204,908	1,267,414	13,172,833
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,299	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,614	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	89 533	94,375	96,062	90,576	97,047	92,772	1,019,768
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,547	113,398	168,218	178,526	157,099	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	398,330	404,563	444,523	398,091	4,077,744
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,843	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	3,969,010
New York Central:													
1859	380,349	370,544	509,211	473,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	685,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,623
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,798	1,273,117	1,450,076	1,203,764	1,169,142	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,213	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,373	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,356	97,337	92,802	91,958	89,356	97,858	93,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	123,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,354	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,316,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,937	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,857
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,824,082
1864	436,741	532,786	617,021	669,333	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,202	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	455,211	602,603	574,630	499,547	520,942	486,687	669,102	705,974	758,860	743,751	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,966	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,474	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,785
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	112,578	115,214	168,219	170,280	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	156,338	139,626	244,114	243,940	221,509	220,208	222,851	2,007,315

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850.	700,000	6	Jan. & July.	"	1880	101½
" " " 1865.	1,128,500	6	Jan. & July.	"	1875	105
" " " 1854.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,063	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $800,000	790,600	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	101
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000			"	"		106
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,300	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	106½
1st Mortgage pref. S. F.	586,000	7	April & Oct.	" "	1877	101
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1892	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18..	
2d " "		8	" "	" "	18..	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	104
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage	3,600,000	7	" "	" "	1885	87
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	94
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873.	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	98
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	80
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	104
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	112
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
1st M. (State) $75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,961,000	7	Feb. & Aug.	New York.	1882	114
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	106
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	3,344,600	7	April & Oct.	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	---
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	109
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	105½
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	116
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			118
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	94½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	94
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	115
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	115
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	115
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	102½
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	104
2d General Mortgage	2,194,500	7	" "	" "	1877	95
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oakaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		55
2d Land Grant	650,000	---		" "		
Income bonds	511,000	---				
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,360	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1873	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	102½
D'bts of former Co's outst'ding.	224,920	---				
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	118
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	100
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	110
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	101
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	118
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	108½
4th Mortgage	5,120,000	7	April & Oct.	" "	1889	102½
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	102
Buffalo Branch	200,000	7	Jan. & July.		1891	104
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100
3d Mortgage	980,200	7	Jan. & July.		1887	97½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1868	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest, When payable.	Interest, Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	—
North Carolina:						
State Loan	3,000,000	6	—	—	—	—
North-Eastern (S. C.):						
1st Mortgage	700,000	—	—	—	—	—
2d Mortgage	224,500	—	—	—	—	—
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	—
Md. State Loan (irredeemable)	1,500,000	6	"	"	—	—
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	—
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	—
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	92
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	94
2d Mortgage	3,077,000	7†	" "	" "	1861	23
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	—
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	—
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	—
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	99
2d Mortgage	258,000	†	April & Oct.	" "	1880	—
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	—
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	—
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	—
2d Extension	600,000	8	May & Nov.	" "	1873	—
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-'87	72
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	—
Construction	3,235,000	7	" "	" "	—	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	—
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	107
2d Mortgage	2,621,000	6	April & Oct.	"	1875	104½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	—
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	—
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	—
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	—
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	—
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	—
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	—	—	—	—
1st Mortgage (1859-'70-'75)	365,000	6	—	—	var.	—
3d Mortgage (1862-'70-'72)	878,000	6	—	—	var.	—
Special Mortgage (1865-'68)	175,000	6	—	—	var.	—
Last Mortgage (1861 to 1869)	133,500	8	—	—	var.	—
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	—
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	99
" 1844, "	810,000	6	" "	"	1880	99
" 1848, "	101,000	6	" "	"	1880	99
" 1849, "	67,000	6	" "	"	1880	99
" 1857, (convertible)	2,480,500	6	" "	"	1886	135½
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	132½
Improvement	14,500	6	May & Nov.	Boston.	1863	—
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	—
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	100
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	90
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	—
Chicago Depot Bonds	297,758	6	May & Nov.	Chicago.	1865	—
"	39,420	8	May & Nov.	"	1865	—
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	—
Potsdam and Watertown:						
1st Mortgage	1,080,000	7	June & Dec.	New York.	64-'74	—
uincy and Chicago:						
1st Mortgage	1,200,000	—	—	—	1873	—

Description.	Amount.	Interest.	Interest, When payable.	Interest, Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	—	New York.	—	—
1st Mortgage (West'rn Division)	757,000	8	—	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	—	—	—	1862	—
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	—
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	—
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	—
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	—	—	1860	—
Richmond and Petersburg:						
Coupon	159,000	—	—	—	1875	—
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	64½
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	—
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	—
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	—	1890	—
2d Mortgage	185,000	7	—	—	1866	—
3d Mortgage	318,500	7	—	—	1875	—
Six per cents	113,228	6	—	—	1878	—
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	—
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	—
Seaboard and Roanoke:						
1st Mortgage	300,000	7	—	—	1860	—
3d Mortgage	75,000	7	—	—	1870	—
South Carolina:						
State Loan	187,000	5	—	—	1868	—
Sterling	183,333	6	—	—	1863	—
Sterling	2,000,000	5	—	London.	1866	—
Southern Mississippi:						
1st Mortgage	500,000	—	—	—	—	—
South-Western (Ga.):						
1st Mortgage	631,000	—	—	—	1875	—
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	—	—	—	—	—
2d Mortgage	450,000	—	—	—	—	—
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	—
2d Mortgage	900,000	7	" "	"	1865	—
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	—	New York.	—	90
St. Louis City Subscription	500,000	—	—	—	—	—
St. Louis County Subscription	1,000,000	—	—	—	—	—
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	—
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	—
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	98
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	—	—	—	—	—
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	—
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	78
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	—	—	—	88
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	73½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	—
Mortgage, (coupons)	926,000	6	" "	Richm'd & New York.	1884	—
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	—
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	—
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	—
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	—
Dollar Bonds	850,000	6	" "	Boston.	1875	102½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	103
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	—
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	101
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	—
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	—
Sterling, issued in 1858	144,500	6	—	—	1868	—
Company's endorsed by State	150,000	6	—	—	1878	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	----	----	----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	----	----	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	----	----	----	----	----	----	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	----	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	----	----	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,940	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	----	----	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,594	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,040	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,666	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,209	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,090	191,000	64,859	2,439,775	124.0	183,357	329,539	92,430	—	98
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	18,968	8	----
29 Feb '64	62 0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	172,124	212,558	—	—	117½
30 Nov. '63	8.48	3.3	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,631	3½	----
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195,055	61,216	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	108
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	----	----	----	*Florida*	----	----	—	----	----	----	----	----	----	----	----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	----	----	----	----	*Flo., Atlantic and Gulf Central*	----	----	—	----	----	----	----	----	----	----	----	—	----
-- -- '62	100.0	3.9	10.0	153.5	----	----	----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	----	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	----	----	----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '60	53.0	—	----	—	----	----	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----	53.0	----	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	----	----	----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	31.0	----	----	----	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	----	----	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,843	232.0	----	1,159,188	628,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----	----	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	----	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	—	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	92
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,887,839	394.0	1,955,519	3,090,211	1,350,499	8	118½
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,963	—	3,731,316	8,335,000	226,641	13,147,136	242.0	----	1,063,054	448,503	—	32½
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	90½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,023,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,408	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----	4,214,342	180.0	----	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	115
-- -- --	148.0	—	----	—	----	----	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----	----	148.0	----	----	----	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	----	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	40
								INDIANA.													
— — —	108.0	—	----	—	----	----	----	Cincinnati and Chicago	2,080,433	*	----	1,106,679	1,006,125	----	----	108.0	----	----	----	—	----
31 Aug. '57	109.0	—	----	—	----	----	----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,089	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,834	9	100
1 Dec. '63	84.0	—	----	—	----	----	----	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,092	350,525	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,176,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	----	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	----	----	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,40	—	36½
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,826,955	73 0	357,302	774,618	307,527	13	159½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	----	----	----	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	----	----	----	—	----
31 Dec. '59	86.0	—	----	—	----	----	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	----	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	156,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----	----	38.5	11 mo's.	458,821	21,356	—	----
-- -- '62	135.0	95.0	----	312.0	----	----	----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	----	230.0	----	----	----	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	----	----	----	Covington and Lexington	3,748,971	276,024	—	1,582,169	2,930,000	237,532	4,375,993	111.8	----	426,408	227,534	—	----
30 Jun. '63	29.0	—	----	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	161,633	99,320	53,355	4	80
30 Jun. '63	65.1	----	----	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	839,297	5,855,320	80.0	180,204	451,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----	2,665,000	1,150,717	----	206.0	----	1,232,624	556 484	—	----
31 Aug '60	53.7	—	----	135.8	----	----	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108,434	1,710,819	53.7	----	----	----	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	----
30 Jun. '62	188.0	—	----	—	----	----	----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----	9,008,369	188.0	----	840,898	----	—	----
31 May '6[illegible]	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	—	15,066,822	329.3	1,556,2[illegible]7	3,417,185	1,697,060	12	110
31 Mar. '64	246.0	281.0	----	—	26	110	1,136	Mich. S'th'n & N'th'n Indiana	13,619,134	1,644,259	1,663,568	10,120,400	8,287,256	—	18,407,656	527.0	2,171,477	3,384,294	1,630,777	—	63½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----	—	—	----	575,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	114 0	—	—	—	*Minneapolis and Cedar Valley*	----	—	—	----	600,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----	—	—	----	300,000	----	----	----	----	----	----	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----	584,342	325,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----	176,462	116,483	—	----
31 Dec. '58	83.2	—	----	60.4	----	----	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----	----	83.2	----	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	----	206.8	579,324	1,047,567	420,026	—	25
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,963	—	2,459,207	4,250,000	----	----	168.8	----	444,460	182,895	—	----
31 Dec. '62	152 0	—	3.6	----	----	----	----	*Platte County*	1,200,000	*	—	500,000	700,000	----	----	52.0	----	----	----	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	[illegible]	[illegible]	—	----
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	[illegible]	116,886	—	71,512	4,500,000	----	----	114.0	[illegible]	[illegible]	[illegible]	—	----
30 Sep. '62	86.5	5.6	8.2	—	16	18	219	*St. Louis and Iron Mountain*	[illegible]	844,168	—	1,071,127	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2[illegible]	231	Maine Central	4,211,378	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	104½
31 May, '59	37.0	—	.....	—	---	---	-----	Somerset and Kennebec	783,768	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	105
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	52
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	109
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	124
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	144
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	133
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,866	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	76
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	110
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	100½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	118½
30 Nov. '63	12.4	—	2.8	—	2	4	23	Lowell and Lawrence	332,385	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	----
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	127½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,283	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	118
30 Nov. '63	43.4	1.0	14.9	—	18	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	884,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	2	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,657	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	40
30 Nov. '63	156.1	17.8	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,838	1,232,831	10	146
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	97
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	139,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	65
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	113
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	----
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	88
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	---	---	-----	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,583	—	----
31 Dec. '62	63.9	22.3	.....	3.0	---	---	-----	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	139
31 Dec. '62	60.2	—	.....	—	---	---	-----	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	---	---	-----	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	165
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	—	90,618	29,592	—	170
31 Dec. '62	----	----	.....	—	---	---	-----	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	.....	—	---	---	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,839	154,908	6½	103
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	44,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	----
31 Dec. '63	43.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	43.9	.....	329,223	176,095	—	----
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	7½	69½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,299	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	103½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	47
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,896	3,506,745	9	103½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,513	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	----
30 Sep. '62	118.0	5.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	----
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	----
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Watert'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	----
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	----
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,981	322,794	184,908	—	----
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	---	---	-----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	----
— — '58	223.0	—	.....	—	---	---	-----	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	----
— — '59	97.0	—	.....	—	---	---	-----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	282,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	----
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	----
31 Dec. '63	118.2	—	.....	—	17	12	206	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,962,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	----
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2,151,943	1,216,257	31	172
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	788,202	500,000	3,600,000	1,508,000	—	5,108,000	96.7	562,396	2,066,623	1,268,785	23	----
30 Nov. '62	101.	102.5	.....	—	46	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	79½
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,554,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	118½
31 Dec. '58	61.4	—	.....	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	----
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	28	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	----
30 Apr. '62	192.8	—	.....	—	48	54	928	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	----
31 Aug. '58	137.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	----
30 Jun. '64	153.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260,887	1,498,728	11,190	5,139,662	205.9	388,894	600,162	133,747	—	32
31 Dec. '58	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	----
31 Dec. '63	342.4	—	.....	—	42	18	923	Toledo & Wabash	9,305,626	*	25,000	3,314,775	6,651,330	28,272	10,152,682	250.0	1,279,950	1,439,798	540,921	—	50

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad: Main Line.	Railroad: Lateral and Branch Lines	Railroad: 2nd Track and Sidings.	Road in progress or projected.	Equipment: Engines.	Equipment: Cars: Passenger.	Equipment: Cars: Freight, etc.	Companies.	Abstract of Balance Sheet: Property and Assets: Railroad and Appurtenances.	Property and Assets: Rolling-Stock.	Property and Assets: Invested in foreign works.	Liabilities: Share Capital paid in.	Liabilities: Bonded and Mortgage Debt.	Liabilities: Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings: Gross.	Earnings: Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	—	1,763,506	3,856,000	—	5,634,039	100.0	....	360,215	171,286	—	....
31 Oct. '63	24.5	—	24.9	—	19	3	1,308	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	—	12½
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	—	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	19½
31 Oct. '63	110.7	2.8	47.2	—	74	20	1,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	18,276,201	202.0	1,469,494	1,757,083	828,143	9	222
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,248	150,163	—	....
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Leas'd t	o Northn	Cen.	196,907	334,790	110,868	—	30½
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	....
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	69
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	....
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,118	243,838	—	....
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	75
31 Oct. '63	28.3	5.5	8.0	—	10	...	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phi	la. & Re	ading	R. R.)	7	38½
31 Oct. '63	*24.5	106.0	63.3	—	31	...	51	Mine Hill and Schuylk. Haven	3,311,613	*	—	4,132,935	—	—	4,132,935	130.0	310,162	363,367	89,991	8	57
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274,990	511,896	273,391	—	25
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	13,430,250	16,949,124	—	38,245,668	356.9	5,211,202	1,891,413	5,111,412	—	62
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,[illegible]	—	1,672,200	24.0	244,425	332,499	179,565	9	57½
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010,944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	193,486	7½	25
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	26,613,828	403.0	2,721,689	6,252,902	3,706,900	7	51½
31 Oct. '63	28.2	—	1.9	—	...	...	—	Philadelphia and Trenton	613,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	146½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	361,129	7,460,000	1,017,500	—	8,477,500	200.5	647,020	2,540,248	1,602,119	10	68½
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,466	163,004	—	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569	—	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,582	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	90½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	40,476	144,728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	396,500	65,206	832,009	29.6	75,358	126,693	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	....	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,917	8,500	—	....	13.6	24,916	31,702	9,718	....	....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	....	....	....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	....	....	109.6	....	283,263	151,536	6	....
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	....	164.5	....	341,190	125,871	....	....
28 Feb. '59	102.0	—	....	—	...	...	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	....	....	....	....	2,643,833	....	....	....	....	1,499,636	701,943	7	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	....	140.0	....	318,718	187,466	—	....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	....	130.3	150,142	297,806	149,167	—	....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	....	1,635,096	873,597	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	....	—	—	—	—	—	....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	....	....	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	....	....	159.0	....	734,118	337,384	6	—
1859	—	—	....	—	—	.	—	Nashville and Northwestern	....	—	—	....	....	....	....	—				—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	....	45.8	57,950	127,958	87,243	—	—
1859	30.0	—	0.6	8.0	-	-	—	Winchester and Alabama	....	—	—	216,962	413,000	408,477	....	30.0	....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	....	....	—	....	....	....	....	32.0	....	....	....	—	—
— — '58	56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	....	....	—	....	....	....	....	56.0	....	....	....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	....	—	275,000	240,000	171,560	....	50.0	31,300	32,670	....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	....	....	—	....	....	....	....	25.0	....			—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	....	3,036,338	90.7	139,877	308,850	167,430	—	....
31 Aug. '63	119.6	—	16.0	—	26	25	568	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	....	....	1,206,683	62.5	136,761	185,474	67,785	—	....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	....	1,687,500	ope	r. by Vt.	Central	....	8	104
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	39,612	—	516,164	793,200	....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	....	....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	....	118.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	....	....	103.5	345,427	248,004	-loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	....	....	....	2,063,655	2,517,500	590,056	....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	....	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	....	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75,908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	....	43.5	1,058,054	168,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	....	....	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	....	240,446	121,058	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280,968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,238,271	214.9	480,193	740,480	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	....	55.0	....	....	....	—	—
31 Dec. '61	199.9	—	24.9	27.8	...	...	....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	....	199.9	....	756,476	329,580	—	....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	....	1,163,734	414,741	—	41½
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	....
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	....	236,798	67,652	—	—
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	....	242,708	117,842	—	15
30 Jun. '63	1,096	137.0	....	78.0	204	180	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	....	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	28,933,750	*	1,250,000	16,802,745	9,281,435	....	26,084,180	357.0	....	3,011,860	1,649,510	1½	—
31 Dec. '62	95.0	1.6	....	—	17	20	327	Northern (O. S. & H.)	....	....	....	....	....	....	....	96.6	....	....	....	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	100,421	107,640	20,006	—	—
1 July, '61	60.0	—	....	....	...	...	....	New Brunswick and Canada	1,402,748	102,888	—	1,380,000	18,100	186,000	1,799,232	60.0	....	132,555	36,870	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,261	—	—	4,273,261	92.0	156,416	139,107	57,191	--	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	....	—	11	22	120	Panama	3,000,000	*	615,036	5,000,000	8,275,000	—	10,703,729	48.7	....	2,027,458	[illegible]	12	26½

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	30
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	52
Chicago & Alton (preferred)	2,422,596	7	7	97½
Chicago & Northwestern (pref.)	2,400,000	7	5½	62¼
Cocheeho (preferred)	117,750	8	—	●
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	70½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	—	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & Williamsport (preferred)	500,000	---	—	49
Erie (preferred)	8,535,700	7	7	91
Hannibal & St. Joseph (preferred)	5,253,856	7	—	47
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	135
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	90
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	65
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guaraatied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	99½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	—	18..	----
Bonds guar. by Virginia	200,000	6	—	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	100
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1885	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100½
2d Mortgage	294,750	6	-------	------	97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	54½
Preferred Interest b'ds	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	600,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,221,595	—	----
Delaware Division	100	1,633,350	—	33¾
Delaware and Hudson	100	7,500,000	10	155
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	2,479,950	6	69
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	125¾
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25
" " (preferred)	50	2,722,607	—	31½
Susquehanna and Tide Water	50	2,048,260	—	13
Union (preferred)	50	2,759,000	—	8½
West Branch and Susquehanna	100	1,000,000	6	135
Wyoming Valley	50	700,000	16	65

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton	57 —	@ 58 —
Pig, American, No. 1	— —	@ 55 —
Bar, Swedes, assorted sizes (in gold)	— —	@ 92 50
Bar, English, Refined	180 —	@195 —
Bar, English, common	165 —	@180 —
Band, English	225 —	@ — —
Horse Shoe	220 —	@ — —
Rods, English	200 —	@270 —
Hoop, English	230 —	@310 —
Nail Rod per lb.	— 15	@ — 17
Sheet, Russia per lb.	— 30	@ — 33
Sheet, English, Single, Double and Treble	— 9¾	@ — 12

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 29	@ — 35
English Spring (1st & 2d qlty.)	— 18	@ — 20
English Blister (1st & 2d qlty.)	— 19	@ — 29
English Machinery	— 20	@ — 23
American, Blister	— 16	@ — 20
American, Cast, Hammered	— 30	@ — 34
American, Cast, Rolled	— 19	@ — 23
American Spring	— 15	@ — 20
German	— 20	@ — 22
Milan (in bond)	— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2¼; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— —	@ — 65
Sheathing, &c. Old (cash)	— 42	@ — 43
Sheathing, Yellow	— —	@ — 50
Pig, Chile	— —	@ — —
Bolts	— —	@ — 65
Braziers'	— —	@ — 65
American Ingot (cash)	— 45½	@ — 46½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena per 100 lb.	— —	@ — —
Spanish	13 25	@ 13 50
German Refined	13 25	@ 13 50
English	13 25	@ 13 50
Bar per lb.	— —	@ — 18
Pipe and Sheet	— —	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— —	@ — 70
Straits	— —	@ — 59
English	— 54	@ — 55
Plates, Charcoal I. C per box	19 —	@ 19 50
Plates, I. C. Coke	16 50	@ 17 —
Terne, Coke	14 —	@ 15 —
Terne, Charcoal	17 50	@ 18 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb.	8 50	@ 10 —
Clinch (cash)	9 50	@ 10 50
Horse Shoe, Forged (cash) per lb.	— 38	@ — 40
Wrought, English (cash)	— —	@ — 70
Ausable Horse, Norway Iron, Forged	— —	@ — 50
Zinc Nails (6 mos)	— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb.	1 15	@ 1 20
Para, Coarse and Medium	— —	@ — —
Carthagena, &c	— 72	@ — 75
Guayaquil	— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity	— 46	@ — 47
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 85	@ — 86½
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— 66	@ — 67
Naptha, Refined, (60@63 gravity)	— 54	@ — 55

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	Th 26.	F. 27.	Sat 28.	M. 30.	Tu. 31.	W. 1.
American Coal Co.	79	----	80	----	----	80
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	100
California 7s	156	----	----	----	----	----
Canton Co.	30½	31½	----	31½	30	----
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	91	----	----	92	92	92
" " pref.	92	92	92	----	----	----
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	116	----	118	----	115	----
" " " 8 p.c.	----	----	----	112	----	----
Chic. & Northwest'n	33½	34	34¾	33¾	33½	32½
" " pref.	63	64½	64½	63¾	62¾	61½
" " 1st M.	----	90	----	90	90	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	102	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	94	----	----	----	----
Chicago & Rock Isl.	92½	94	94	93½	93½	90½
" " 1st M. '70	----	----	----	----	----	104
Clev., Col. and Cin.	----	----	----	----	----	160
Clev. and Pittsburg	79½x	81½	81	80¾	80¾	77½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	118½	115	114	114	----	----
" " S.F. 7 p.c.	104	----	105	104	----	----
Cumberland Coal, pref.	44¾	46	46½	45¾	46¼	44½
Del. & Hudson Canal	157	----	----	160½	158	155
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	70⅝	73⅝	73¾	73	72⅞	70
" pref.	90	----	92	----	91	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	----	----	----	109½	109	----
" 4 M. 7 p.c. '80	102¼	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	25	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	103	105	107	107½	106½	102½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	105	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	115¼	115½	115½	117½	117¼	116
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	113	113	----
Marietta & Cin 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	9½	9¾	12½	11½	11½	11½
Michigan Central	106	109	110	110½	111	107½
" S.F. 8p.c. '82	----	114	----	----	115	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	64½	65½	65¾	66	65½	63¾
" " guar'd.	----	----	135	----	----	----
" " 1M. S.F.	----	----	104	----	104	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	43	41½	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	107½	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	64	----	----	----	----	----
" iss. to H. & St. J. R.	----	----	83	----	----	----
" " Pacific	----	----	----	----	72	----
New York Central	107½	110¾	110	109½	108¾	104
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	103	----	102½	103	101½	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	102	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	27¾	28½	27¾	28	27	26½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	294	----	295	290	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	180	----	----	----	----	----
Phila. and Reading	105½	106½	107	104¾	104¼	103¾
Pitts. Ft. W. & Chicago	93	93¾	93½	92½	92	90½
" " 1M.	----	108½	----	108½	----	----
" " 2M.	99	100	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	96	97	----	98	97½	----
St. L., Alton & T. H.	40	----	----	----	----	----
" " pref.	65	----	----	----	----	65
" " 1M.	----	98	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	56	----	56½	----	----	56
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	50	----

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	100⅝	----	100⅞	101	101	100⅞
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	110¼	----	----	----
U. S. 6s, 1881, cou.	109⅝	110	109⅞	109½	109⅞	109⅞
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ‡y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	130	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	130	----	----	----	----	----
U. S. 6s, 1 year certif.	97⅞	97⅞	----	98	98	----
U. S. 6s, 5-20s, coupon	108	108⅞	109	109½	110	109½
U. S. 6s, 5-20s, new	108	----	108⅞	108⅞	109	108⅞
U. S. 6s, " reg.	107⅞	----	----	----	108⅞	108⅞
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	----	----	----	----	----	----
American Gold	207⅞	218¼	212¼	211¼	202⅞	203⅞

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	12⅝
" preferred	32	30¼	31	30	----	----
Camden & Amboy	----	----	----	135	135	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	101½	----	----	101	----	----
" " 6s, '89	99⅞	----	----	----	----	----
" mort. 6s, '89	105	----	106	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	33⅞	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	49	----	----	----
" " 7s	102	102	101	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	69⅞	----	69	----	----	69
" 6s	----	100	----	----	----	----
Lehigh Valley R. R.	----	----	75	----	----	----
" " 6s	100	----	100	----	----	----
Little Schuylkill R. R.	39½	----	----	39	39	38½
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57	----	57⅞	57½	57½	57½
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	125⅞
" " 6s '76	----	----	----	----	100½	----
North Pennsylvania	----	----	----	----	----	----
" " 6s. 90	----	92	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	52	----	52	52	52	52
Pennsylvania R. R.	62	64⅞	63	63	62	62
" 1st m.	107	----	----	----	----	107
" 2d m.	----	104½	104½	104½	104½	104½
Penn. State, 5s	94½	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	104	103⅞	----	----
Philadelphia City, 6s	----	92½	----	----	----	----
" " new	97½	98½	97	97	97	97
Philad., Germ. & Nor.	57½	57½	----	----	57½	57⅞
Phila. & Reading	53	52½	53½	53	52½	51⅞
" " 6s, '86	----	----	----	----	----	----
" 6s, '70	----	101	----	----	----	----
Philadelphia & Erie	25	25½	25½	----	----	25
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	31½	31½	31½	----	----	----
" " 6s '82	80	----	----	----	80	80
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	90	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	13½	----	----	13
" " 6s '78	54½	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal.	65	66	----	65	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	10	----
2d and 3d streets, "	----	67	----	----	----	----
Spruce & Pine, "	----	33	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.
Baltimore City 6s, 1875	----	106⅞	----	----	----	----
" " 1886	----	101	----	101	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	107	----	104	----	105½
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	105	----	----
" " " '80	----	101½	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	52
" " b'ds, '85	----	92	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1.
Boston and Lowell	----	----	109	----	----	----
Boston and Maine	124½	124	----	124½	124½	124
Boston and Providence	----	----	----	----	----	----
Boston and Worcest	----	----	135	----	135	133
Cheshire, pref.	52	----	----	----	----	----
Concord	65½	----	----	----	65	65
Connecticut River	----	----	110	----	----	----
Eastern, Mass.	102	101½	101	100½	100½	100½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	116⅞	116½	117	----	119	118½
Manchester & Lawr'ce	----	----	113	----	113	----
Michigan Central	----	----	----	----	110	110
Northern, N. H.	89½	----	----	88½	----	88
Old Colony and Fall R.	----	----	----	----	----	----
Ph., Wil. & Baltimore	68½	69½	69½	69½	69	68½
Portl'd, Saco & Ports.	104	----	----	----	104½	----
Vermont & Canada	----	----	----	----	103½	104
Vermont & Mass.	----	----	39½	----	----	40
Western	----	----	147	----	----	146
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	101	----	----	105	104	----
Metropolitan "	53	52	----	----	51½	53⅞
Middlesex "	----	----	----	----	60	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	50	51½	52	52½	----	----
Isle Royale "	14	----	----	14½	----	----
National "	----	----	----	----	----	----
Minnesota "	25½	25½	----	----	----	24
Pewabic "	52	----	53½	54	55	----
Pittsburg "	82	----	----	80	78½	----
Quincy "	----	95	----	94½	94½	----
Rockland "	----	----	----	11	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 17th of January:

Maryland 5s	60	to	65
United States 6s, 1881	45½	"	46½
Do. 5s, 1874	48	"	50
Virginia State 5s	40	"	45
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	69	"	71
Do., 2d mort., 1881	67	"	69
Pennsylvania, 1st mort., 1877	71	"	73
Do., 2d mort., 1882	64	"	66
Erie shares, $100 (all paid)	35	"	35½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	50	"	51
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82.x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	78	"	80
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, February 4, 1865.

Stock Exchange and Money Market.

We have always contended that as the war approached its conclusion, cotton was to play a large part in the settlement of our financial difficulties. The movement has begun. A thousand bales from Mobile, the proceeds of which are to be applied to the clothing and relief of the rebel prisoners confined at the North have already arrived in this city. Vessels loaded with the cotton captured at Savannah have been daily expected, and in addition to this, we are told that the abandonment of the war in St. Domingo by Spain just officially announced, will liberate many thousand bales more, to add to the accumulating stock. It is not strange, therefore, that the article which sold in September last at $1.75 per lb. has fallen to 85 cents. or about one half, nor that the shipment from this city the last week to Europe has commenced on a large scale, and is likely to be continued. When a pound of cotton which we can spare will produce nearly an ounce of silver abroad, it is very evident that those who can ship it conveniently, will not be slow to do so. Hitherto the supply owing to the war has been unequal to the demand of our own manufacturers, but now we shall have a surplus, and it will go forward. Consequent upon this we see its effect already in the fall of exchange, which moves always in parallel lines with gold. Good bills were sold the present week under par, and though some remittances in the precious metals continue to be made, they are made actually at a loss to the shipper, and under instructions without regard to that loss, or as dividends on the National securities.

It is estimated that there are even now, four millions of bales within the enemy's lines, and as these can no longer be exported by them, even in limited quantities owing to the successes at Wilmington, it is not credible that the owners, on the almost certainty of the restoration of the Union, will not seek every opportunity to convert them into money. It is evidently the interest of holders of cotton in the Southern States to save from the wreck all they possibly can, and it is a fair conclusion to draw that they will do so. They have made sacrifices enough for the gratification of their ambitious politicians, and to be utterly ruined for their sake when no possible advantage can be gained by the sacrifice, is asking too much of mortals, who wish to have food and clothing for a few years longer, and find ridiculous abstractions can be carried too far for human comfort.

There is besides this view of the subject another of some importance. It is this. The cotton speculators of England have been contracting on an immense scale for supplies from Egypt and the Indias on the supposition that the war in this Country was to last many years longer as they evidently wished it should. By monopolising the cotton of the East, they have expected to make their own prices for the fabrics composed of it, and thus secure a double profit, the one before it went to the looms, and the other after it should leave them. They are doomed to a double disappointment, and we expect nothing else, than to hear that the numerous failures in England we have recorded from time to time, will be followed by others more extensive.

Certainly if there is such a thing as poetical justice, if no other kind, the result will not be surprising. The early recognition of the South as belligerents was uncalled for, and not justified on the breaking out of the rebellion. It was if due at all, due at a much later period of the contest, and has tended to prolong it to this moment. Had it been withheld, the struggle would long ago have ceased, and cotton would have gone forward in its usual quantities. But those who made this couch, must now be content to lie in it. As regards our own market we can state that prices of cotton goods have already fallen very largely in this city. By our advices from Liverpool of the 15th instant, we learn that at the close of the previous week the stock in hand at Liverpool was 493,620 bales, and that there was at sea destined to the same port 270,000 bales. It is easy to see that a depression of 10 cents. per lb. would alone

cause a loss to the speculators of upwards of thirty millions of dollars. At the date referred to, a fall in cotton had commenced, but it had been checked by the news from the United States, nevertheless it had already dropped 6 cents per lb. providing a loss as estimated of ten millions of dollars. We may therefore count upon a further decline, as we have supposed.

We notice with some surprise an attempt in certain quarters to bolster up the value of railway shares by rather an unsatisfactory assumption, viz., that even with the return of peace we are to look forward "to a constantly increasing supply of money," and that it is to be the "most abundant article we shall have left," in short that is a "growing institution." On this hypothesis, it is contended, railway shares are to advance. We differ entirely from this opinion, and believe that railway property has a better foundation than irredeemable paper money, and that its value is not justly to be estimated on this principle. On the contrary we believe an early return to specie payments will increase their profits, since the freight and passenger traffic will continue to increase, while their expenses will diminish by the difference between paper and gold as they now are calculated. All labor and materials will be cheaper, and yet the fares and freight will be received at the gold standard. No one pretends that the rate of these will be diminished. The true way of regarding this kind of property is to look at its character, business and management, and not at the amount of paper money afloat, which can only affect its net earnings injuriously.

The price of gold has fallen the last week under the force of public opinion, and the very favorable condition of our military affairs. The rumors of Peace negotiations have also told upon the market. What faith is to be placed in them remains to be seen. Of one fact there can be little doubt. The great masses of the Southern people have had enough of their poor experiment. It is wonderful that they were ever misled for a moment. Their peculiar institutions were actually safe as long as they remained in the Union, as they had been from the first. Under no other probable conditions were they likely to be maintained, and the result has shown that they might have foreseen this, as such men as Alex. H. Stephens did. The idle talk that "there can be no just government without the consent of the governed," an assertion true enough in the case of the 13 original colonies, who had no voice and no part in the system under which they suffered, is absolutely false in its application to the South, who were always a part of the Governing power, and indeed the greater part of it for more than sixty years. Parties making their own government, controlling it and regulating it cannot assume that they are the governed with any truth, and even if occasionally they were in a brief minority, still as it was their own Government after all, and they had the same civil rights they ever had they could not pretend that there was any distinction made against them or that they could be considered any part of an oppressed people.

It is not surprising therefore that the sophistry of ambitious demagogues is fast becoming odious to the people of the South, and we hail with satisfaction that returning power of discrimination, which we almost feared had been lost amid the clamor of the theorists, and the outcries of demagogues.

If cotton, a pound of which has so long been worth more than an ounce of silver, has fallen one half in price, and has been almost as much a standard to measure gold, as gold has been of paper, we cannot see how gold is to remain at its present rates. There is but one reason for it in the future, and that is the possible increase of the paper currency. But we are re-assured that the Treasury department is at length fixed in its policy not to issue any more; the circulation of the National Banks has also a limit of law, the internal revenue and customs are producing at the rate of between seven and eight hundred millions of dollars annually, and within a few months the expenditures for the war, must on the return of peace either by negotiation or military successes be completely stopped in its greatest amounts, so that we may very safely calculate that gold will shortly lose its advantages over paper money in a large degree, and that equality of paper and gold is not very far off.

This probable condition of things naturally gives rise to many speculations as to the quickest method of bringing about the desirable event. We take the liberty of giving an opinion from a very eminent financial source to this effect, viz., that Congress as soon as it will have no further occasion to authorize large loans for the support of the war may call in the legal tenders, by depriving them of their character of money, and making them necessary to be funded in a five per cent stock. This stock being supposed as the last of the system, would be a fair investment to the holders of these legal tenders.

In the meantime a National Bank of a hundred millions of dollars might be credited, to issue notes only redeemable in specie, and to receive such only. Of the stock the Government might hold one half, and the institution become the Sub Treasury and its financial agent and depositary. The return of all other Banks to specie payments within a limited period, should then be required by law.

On the supposition that peace is at hand, and that our military and naval expenses may be cut off within a few months, this plan it is contended would carry the Country and the Government safely over the gulf which lies between specie and paper.

It is announced that the Secretary of the Treasury has given out the particular agency of the 7-30 loan, resolving to trust to that and to taxation for the further support of the Government. This is confirmatory of the impression that the issue of further legal tenders is to be discontinued. We certainly have arrived at the point where this policy is commendable not only but wise. We have always thought that the paper money system as adopted by Mr. Chase was the only one which circumstances permitted, but we always had his assurance that he had never for a moment lost sight of the necessity of returning to a specie basis at the earliest opportunity. It has been quite common for the carping and the critical to compare this system with that of the celebrated French *Assignats*. Smatterers in history have alluded to the resemblance without knowing some important facts in relation to it. One is, that 45,000 million of francs were issued by the Government, before the currency had been abandoned as a resource. But the taxes did not produce 1-5th of the monthly expenditure, and there was no revenue from commerce, yet twice during their issue they rose to par, and had the proper steps then been taken, the whole catastrophe might have been avoided, or at least rendered supportable.

Another fact is, that the prices of lands, houses, properties of all kinds, real and personal, there rose to an enormous height, because every one desired to exchange their assignats for something tangible and certain.

In our case, our Government has only issued in legal tenders what is equivalent to two thousand millions of francs, and so far from the currency being unpopular, it is eagerly preferred to all other kinds. Nor has real estate risen in price much beyond its former value in gold; in many places it has not risen at all. Buyers will give no more in legal tenders than they would have been willing to give before the war, and this is the rule rather than the exception. Here is an essential difference quite overlooked by the writers alluded to. They would have been far more accurate, if they had drawn the parallel between the assignats and confederate money, the resemblance being much more remarkable and much more truthful.

Government securities were more inquired after the past week, and are reported steady. Large orders for the 5-20's on foreign account have recently been executed.

Railway shares have drooped the last few days, and stocks are generally dull, though the Governments stand well, and 110 is paid for the 5-20's for foreign account.

Money is easily obtained at 7 per cent. collaterals, but is not freely given on commercial paper, as it is supposed it is less reliable than it was from the approaching fall in goods on hand.

The balance in the Sub-Treasury in this city on Tuesday, was $31,568,901 39.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 98; Indiana 5s, 85; Goshen Br. bonds, 102½, New York City 6s, 1887, 106; Brooklyn City Water Loan, 105; St. Louis 6s, 87½; Mariposa 1st mort., 55; Atlantic Mail S. S. Co., 160; Wyoming Valley Coal Co., 46; Central Coal, 45; Merchants Ex. Bank, 98; Central National Bank, 103; 4th National Bank, 109'; ; Am. Ex. Bank, 122; Merchants Bank, 116; Ocean Bank, 95; Shoe and Leather Bank, 105; Importers and Traders Bank, 108; Manhattan Gas, 185.

Philadelphia.—Reading mort. 6s, 99; West Chester R. R. 7s, 100½; Belvidere Delaware 1st mort., 95; Phila., Wil. and Balt. R. R. bonds, 132¼; Allegheny Co. 5s, 77; do., scrip, 79; Pittsburg 5s, 75; Green and Coates street R. R. bonds, 95; 2d and 3d streets R. R. 2d mort., 101; 13th and 15th streets R. R., 24½; 10th and 11th, 44¼; Girard College R. R., 24; Delaware Division Canal bonds, 95; New York and Middle Coal Fields, 9; Hazleton Coal, 75; Fulton Coal, 6⅝; Big Mt. Coal, 5¼; Wyoming Coal, 9½; Shamokin Coal, 14¾; Butler Coal, 11½; Locust Mt., 50; Swatara Falls Coal, 3½; Preston Coal, 28; Clinton Coal, 1; Keystone Zinc, 1½; Connecticut Mining, ¼; Mechanics' Bank, 32¾; Bank of

North America, 192; Western Bank, 120; Farmers and Mechanics Bank, 71; Northern Bank of Kentucky, 125; Union Bank, 65½; City Bank, 60¼; Corn Ex. Bank, 159; Louisville Bank, 120; Atlas Oil, 1⅝; Bruner, 1¼; Big Tank, 2⅛; Corn Pl., 5⅞; Cow Creek, 2; Cherry Run, 1¾; Caldwell, 6⅛; Crescent City, 1¾; Curtin, 1.4½; Duncard, 1; Dalzell, 8¼; Egbert, 3⅛; Eldorado, 1½; Excelsior, 1⅜; Feeder Dam, ¾; Globe, 1¼; Gt. Basin, 2⅝; Germania, 2⅝; Hibbard, 1¾; Howe's Eddy, 1⅛; Hyde Farm, 4⅛; Irwin, 10; Krotzer, 1.31; Logan, ½; McClintock, 6; McElheny 4¾; Mingo, 3⅝; McCrea and C. R., 1¼; Maple Shade, 25; Noble and Delamater, 6⅜; Organic, ¾; Olmstead, 2¾; Oil Run, 2½; Oil C. and C. R., 4; Oil Creek, 7⅜; Oil Basin, 9; Phila. and Oil Creek, 1⅜; Petro. Centre, 3; Perry, 3¾; Pope Farm, 1⅛; Royal, 1⅞; Ross, 1⅞; Rock, 3⅜; Story Farm, 2⅛; St. Nicholas, 4⅛; Sherman, 1⅜; Seneca, 4; Story Centre, 6¼; Tarr Home, 5½; Union, 1¾; Venango, ⅞; Walnut, 2¾. The latest quotations are: City 6s, 92⅝@93; do., new, 96@97; State 5s, 93@93½; do., coupon, 95@97; do., 6s, W. L., 103½@104; Phila., Wil. and Balt., 6s; Reading, 51½@51⅝; do., 6s, 1870, 100@102; do., bonds, 98@100; Camden and Amboy, 134@134¼; Penn. R. R., 61⅞@62; do., 1st mort., 107@107; do., 2d mort., 104@105; Little Schuylkill R. R., 38@39; Morris Canal, 91@91; do., pref., 126@130; do., bonds, 100@100½; Wyoming Valley Canal, 64@65; do., 6s, 99@101; Susquehanna Canal, 12½@13; do., 6s, 54@54; Sch. Nav., 23@28; do., pref., 29¾@31; do., 6s, 1882, 79@80; Union Canal bonds, 23¼@23½; Delaware Div. Canal 32@33; do., bonds, 90@96; Elmira and Williamsport, 30@31; do., pref., 45@50; do., 7s, 1873, 101@102; do., Chattle 10s, 74@75½; Long Island R. R., 47@48; Lehigh Coal and Navigation, 69@70; North Pennsylvania, 26@27⅛; do., 6s, 91@92½; do., 10s, 110@111½; Philadelphia and Erie, 24¼@25; do., 6s, 101@102½; Minehill, 57@57½; Catawissa, 10@11; do., pref., 25@27⅛; Lehigh Valley, 74@74¾; do., bonds, 99@100¼; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 65@66; Race and Vine, 9@10¼; West Philadelphia, 70@70¼; Spruce and Pine, 30@33; Green and Coates, 30@30; Chestnut and Walnut, 45@50; Arch, 16½@17; Thirteenth and Fifteenth, 24@25; Girard College, 24@24; Tenth and Eleventh, 44@45; Norristown, 57⅛@57¼.

Boston.—Rutland and Burlington 1st mort. 64½; do., 2d mort., 23½; Boston, Hartford and Erie 7s, 79¾; Chicago, Burlington and Quincy 8s, 110½; Northern (Ogdensburg) 1st mort., 94; do., 2d mort., 23; Boston and New York Air Line 6s, 55; Boston and Lowell R. R. 6s, 101½; Vermont Central 1; do., 1st mort., 73½; do., 2d mort., 23; Vermont 6s, 1834, 97; Massachusetts 6s, 1872, 120½; Albany 6s, (W. R. R.) 103; Boston and Lynn horse, 93; Boston Water Power, 43; Cary Imp., 11¼; Waverly Co., 3; Essex, 98; East Boston Co., 13¼; Saco Water Power, 150; Potomac Coal, 8⅝; Belmont Coal, 10¾; Gilberton Coal, 78; Franklin Coal, 66; Bear Valley, etc., Coal, 16@20; Tyson Iron, 8¾; East Boston Ferry, 76¾; Boston S. S. Co., 128; Chelsea Gas, 87; Dorchester Gas, 70; East Boston Gas, 27½; Boston Gas, 787½@790; Hide and Leather Bank, 125; Union Bank, 128¾, Suffolk Bank, 118¼; Globe Bank, 142; Chelsea National Bank, 99¾; Merchants' Bank, 116; Boston National Bank, 100; Blackstone Bank, 110; 3d National Bank, 100¼; 1st National Bank, 125; National Bank of Commerce, 110¼; Revere Bank, 120¼; Continental National Bank, 104; Atlas National Bank, 110½; Maverick National Bank, 102¾; Boston Bank, 78; Rockland Bank, Roxbury, 118; Quincy Stone Bank, Quincy, 103; Mt. Wallaston Bank, Quincy, 106¾; Provincetown Bank, 111½; 1st National Bank, Dorcester, 104½; Naumkeag Bank, Salem, 101¼; Asiatic Bank, Salem, 30¼; Monument Bank, Charleston, 106; Blue Hill Bank, Milton, 100; City National Bank, Worcester, 106; Bank of Cape Ann, 110; Acton Mining Co., 1½; Bay State, 18; Brome, 2; Buckingham Plumbago, 5; Boston, 3; Bedford, 70c.; Copper Falls, 30; Cornwall, 25c.; Canada, 75; Eagle River, 3; Fulton Farm Oil, 4; French Creek, 75c.; Gt. Basin Oil, 6; Hancock, 10; Humboldt, 8; Mesnard, 5; Macomb Lead, 1¼; Ottawa, 23c.; Pontiac, 2⅞; Phœnix, 20; Star, 6; St. Clair, 7. Superior, 6; St. Marys, 3.

Baltimore.—N. W. Va. 2d mort., 99; Marietta and Cincinnati bonds, 94¾; Maryland 6s, 1890, 105; Do., Defense Loan, 100; Bare Hill, 3.00; Penn. Oil, 2.05; Balt. and Cuba Smelting, 200; Maryland Copper, 0.60; Balt. Chrome, 2.50; Laurel Cannel Coal and Oil Co., 5.35; Atlantic Coal, 1.20; Virginia Coal and Iron, 8.50; Santa Clara, 24; Am. Gas Coal, 1.90; Chesapeake Oil, 4.80; Union Bank, 71; Merchants' Bank, 105; Bank of Baltimore, 103; Bank of Commerce, 24¼. The latest quotations are: Balt. and Ohio, 108@112; do., 6s, 1867, 101@104¼; do., 1875, 104@105; do., 1880, 103@105; do., 1885, 106½@107; Northern Central, 51@52; do., bonds, 1885, 90@94; N. W. Va., 00@05; do., 1st mort., 100@104; do., 2d mort., 99@100; do., 3d mort., 23@30; do., guar., 100@101; Marietta and Cincinnati 7s, 1891, 93¾@95; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@42; Western Md. bonds, 84@85; do., guar., 107@110; Maryand 5s, coupon, 1870, 100@106; do., Ins., 100@108; do., 1890, 100@108; Baltimore 6s, 1870, 100@101½; do., 1873, 104@108; do., 1875, 104@105; do., 1886, 101@102½; do., 1890, 104½@105; do., coupon, 107@109½; do., 5s, 1838-'70, 98½@100; City Passenger R. R., 16@17; Canton Co. 30@32; Gardner, 0.50@0.60, Gas Coal, 1.90@1.95; Maryland, 0.60@0.65; North State, .10@.15; Springfield, 1.00@1.40; George's Creek, 106@109; Santa Clara, 24@23¾; Balt. Chrome, 2.00@2.50; Bare Hill, 3.00@3.25; Atlantic Coal, 1.00@1.20; Mineral Hill, 1.50@1.50; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 5.00@5.25.

Taxation of National Securities.

A recent decision of the United States Court has settled a question of great interest to the holders of National securities. By the laws of New York passed at various times, a State tax was levied on the securities held by the State Banks as part of their capital. The Supreme Court and Court of Appeals of New York sustained the legality of these acts, but the recent decision of the U. S. Court, settles the question adversely, and affirms that such State taxation is unconstitutional, being a restriction on the powers of the general Government to borrow money. The decision necessarily gives a large increased value to National securities, as compared with all others in the market.

American National Bank.

We perceive by an official notice of Mr. McCulloch, Comptroller of the Currency, that the American National Bank has been duly organized in conformity with the act of Congress, and is authorized to commence business in this city. Its capital is $500,000, with the privilege of increasing it to $5,000,000. The President is Noah L. Wilson, Esq., long connected with the State Bank of Ohio, and yet as hitherto, the President of the Marietta and Cincinnati Railway Company. Its Vice President is Mr. D. W. Vaughan, late Cashier of the Fourth National Bank of this city. Its Cashier is Mr. Alfred A. Post, late Superintendent of the Government Account in the same institution. Among the principal capitalists connected with the new bank is David Gibson, Esq., of Cincinnati. It is understood that Western business naturally following capital of that character will be largely enjoyed by the American National, and it enters upon its career with the fairest promise of success.

Montreal and Vermont Junction R. W.

The annual meeting of the shareholders of this Company was held at their office St. Armand West, on the 16th instant. Hons. P. H. Moore, A. B. Foster, J. Gregory Smith, Joseph Clark, L. Brainard, J. D. Hatch, Esq., and Henri Des Rivieres, Esq., were elected directors of the Company for the ensuing year. At the meeting of the Board the Hon. P. H. Moore was elected President; the Hon. J. Gregory Smith, Vice-President, and J. C. Baker, Secretary and Treasurer for the coming year. On the same day the Road was opened for traffic.

☞ We again call the attention of our readers to the advertisement of the N. Y., Philadelphia and Baltimore Petroleum and Mining Company. This Company's property is located on Oil Creek, Cherry Run, Cherry Tree Creek, and Walnut Bend, being in the very heart of the Oil Regions, places well known for their inexhaustible supply of Oil. The Company's office is No. 71 Broadway, where prospectus, maps, &c. of the property, and all information regarding it is freely given,

Troy and Greenfield Railroad.

The receipts of the Troy and Greenfield Railroad during the past year were $493,070, including $450,000 from the State Treasurer. After paying the expenses, a balance remains of $6,127. The Commissioners estimate that it will cost from $25,000 to $30,000 a month to carry on the road the present year.

☞ We invite attention to the Advertisement of the Niagara Fire Insurance Company, in another column. It has a cash capital of $1,000,000; the surplus January 1, 1865, was $270,358—making the gross assets, $1,270,358. This company has recently paid its 29th dividend of six per cent. on the whole capital, free from U. S. tax. The President of the company is Jonathan D. Steel. Secretary, P. Notman. Office No. 12 Wall street.

Boston, Hartford and Erie Railroad.

Under the terms of agreement between the New York and Boston, and Boston, Hartford and Erie Railroad Companies, the holders of full paid shares in each of those companies are required to change them into the capital stock, share for share, of the Boston, Hartford and Erie Railroad Company (new corporation.)

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending Jan. 21, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$23,622 00
Express, freight, mails and sundries	8,124 00
Freight and live stock	76,433 00
Total	$108,179 00
Corresponding week, 1864	102,082 00
Increase	$1,097 00

The earnings of the Marietta and Cincinnati Railroad for the 3d week in January:

	1865.	1864.
Passengers	$8,791 33	$5,452 15
Freight	12,050 24	5,443 37
Mail, express & telegraph	1,186 33	944 58
Total	$22,027 90	$11,840 10
Total this month to date	64,631 28	38,335 01

The earnings of the Toledo and Wabash Railroad Company for the 3d week of January, 1865, were $36,383 00
Corresponding week of previous year. 20,997 00
Increase $15,386 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in January, 1865, were $84,013 00
Corresponding week of previous year.. 60,042 00
Increase $23,976 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Jan. 14, 1865, were:

	1865.	1864.
Passengers	$2,248 60	$1,408 52
Freight	8,360 89	4,381 99
Express	180 22	104 16
Mails	296 58	296 58
Total	$11,035 79	$6,191 25
Increase		$4,844 54

Receipts from January 1 to Jan. 14:

1865	$11,035 79
1864	6,191 25
Increase	$4,844 54

Wisconsin Railroad Decision.

ILLEGALITY OF RAILROAD COMPANIES TO ENGAGE IN BUSINESS NOT AUTHORIZED BY THEIR CHARTERS. NO POWER TO BUY AND HOLD LANDS SITUATED AT A DISTANCE FROM THEIR ROADS. FRAUDULENT REPRESENTATIONS AS TO PECUNIARY CONDITION OF RAILROAD COMPANIES. LIABILITY FOR REPRESENTATIONS OF THEIR OFFICERS AND AGENTS. CONVEYANCE OF LAND TO RAILROAD COMPANIES THROUGH FRAUD AND MISREPRESENTATION OF THEIR OFFICERS AND AGENTS.

The late case of Waldo *vs.* The Chicago, St. Paul and Fond du Lac Railroad Company, and others, was an appeal to the Supreme Court of the State of Wisconsin from the Circuit Court from Jefferson County in that State.

It was an action to have certain conveyances of land, made by the plaintiff to one Wm. B. Ogden, and by the latter to one Mahlon D. Ogden, set aside, or declared void, and to compel a re-conveyance to the plaintiff.

The complaint, after stating that the Chicago, St. Paul and Fond du Lac Railroad Company in the fall or winter of 1856, appointed a committee to canvass for subscriptions to the stock of said company to be paid by conveyances of land to said Wm. B. Ogden, and that Bradley, Pease, Wood and Johnson, who were members of said committee came during said winter to the County of Jefferson, and that various public speeches were made by them and said Ogden, to induce subscriptions to said stock, payable in land, and that various committees of citizens were appointed to co-operate with them in canvassing for such subscriptions, alleged that in February and May, 1857, the plaintiff conveyed to said Ogden, certain lands by warranty deed in the usual form, and received therefor $6,200 of the stock of said company, and that the plaintiff was induced to make said conveyance for said stock solely by means of certain false and fraudulent representations made at public meetings and in private, by said Ogden and said Bradley, Pease, Wood and Johnson, and by other persons who acted as citizen committees, and stated what said Ogden and the others above named directed them to state, believing all that was told to them, which representations were in substance as follows:

That said company under a former organization when it was known as the Rock River Union Valley Railroad Company, had been largely in debt, and that the present company had succeeded to their rights, and liabilities, and after securing their portion of the land grant from the states of Wisconsin and Michigan (donated by the U. S.), had become in good credit, and the former creditors of the old company, who had also been creditors of the new wishing to share in said land grant, had nearly all consented to converting their claims against said company into stock, and that all the large debts of the company had been already satisfied by conversion into stock, and that this process was still going on and would soon be completed so that the company would not owe a dollar; that the company was in good condition and credit; that the net earnings of the finished portion of the road from Fond du Lac to the La Crosse Junction, and from Chicago to Janesville, for the last six months, had been equal to 4½ per cent. on the entire cost of the road, represented by three millions of stock, and that the directors would have declared a semi-annual dividend of 4½ per cent., but they thought it best to use said earnings to carry on the road, and they had been carried to the construction fund instead of being divided among the stockholders; that the company only needed $600,000 inland, mortgages, bonds and cash subscriptions to complete the connecting link between La Crosse Junction and Janesville, and were getting it without difficulty; that the stock would soon be at par and above par; that the land grants made to said company were worth, at a low estimate, thirteen and a half millions of dollars, and that the road when completed from Chicago to Fond du Lac would certainly pay dividends of 10 per cent. per annum, &c., whereas in fact the said Ogden, Bradley, Pease, Wood and Johnson well knew that the company was at that time indebted to its mortgage bondholders about $1,800,000, and to other creditors unsecured a floating debt of about $1,600,000, and was not in good condition, but had no available resources with which to pay the principal or interest of its debts, and was on the verge of bankruptcy, and was without credit among capitalists, and its bonds and stock of very little value, and that the portion of the road completed was not earning any such net sum as 4½ per cent. for six months upon the cost thereof, as represented by the stock, and that said net earnings, whatever they may have been, had not been applied to extend the road, but to pay former debts and the expenses of the company; that the $600,000 proposed to be raised to enable the company to build its road from Janesville to La Cross Junction, would have very little value for that purpose, and would be swallowed up by the creditors of the company; that there was no prospect of the completion of said road from Janesville to said Junction for years, nor until the road should be in the hands of its bondholders or purchasers at a sale under their mortgage, that there was no good reason to suppose that the company would ever earn enough to pay more than the interest on its debts, or that its stock would ever be worth anything; and that the lands granted to the company were really worthless, and a large portion of them had long been subject to private entry at fifty cents per acre, and would be a poor investment at any price when taxes would have to be paid. The complaint also alleged that all the proceedings of said Ogden, and of the said committee of the company, were fradulent in intent and designed only to obtain so much more land as assets before the final bankruptcy of the company; and also that the plaintiff parted with his land solely in consequence of said false representations, and that he is ready and able to surrender the stock issued to him, to be cancelled as the court shall direct.

The other allegations of the complaint are sufficiently stated in the opinion of the court.

The company and the Ogdens demurred separately on the ground that the complaint did not state facts sufficient to constitute a cause of action.

The court overruled the demurrers and the defendants appealed.

By the Court, COLE, J.—In the case of Clark *vs.* Farrington 11 Wis. R. 306, 424, this court, among other things, held that a railroad corporation could not engage in any distinct or separate branch of business not authorized by its charter, for the purpose of raising funds to accomplish the objects for which it was created, that while the corporation in the exercise of the powers conferred upon it by its charter might adopt any convenient means proper in themselves, to accomplish the objects of its creation, it could not embark in the business of banking, or manufacturing or speculating in real estate, to raise money to build its road, for this would be acting outside of its charter. The distinction indicated by these illustrations is plain, important and fundamental. A railroad corporation created for the purpose of building and operating a railroad might buy its depot grounds, its road bed, its rolling stock, and pay for these things in the stock of the company, without exceeding its powers or violating any principle of public policy.

It might exchange its stock for road ties, or pay in stock for the grading of its road as well as sell its stock for the money with which to pay for these necessary and indispensable things, and still it would be doing nothing more than the company was authorized to do. And in that case we held, if the corporation should resort to a transaction of a two-fold character, and receive a bond and mortgage in payment of a stock subscription, and then sell the securities to raise money with which to build and equip its road, it would still be acting within the powers conferred upon it by its

charter. But when a corporation created for the purpose of building and operating a railroad, goes into the business of banking, or manufacturing and selling goods, or dealing and speculating in real estate, because its corporators or board of directors think such adventures may be profitable, or if a bank should go to building and operating a railroad for like reason, it is easy to see that in each instance the corporation is attempting to transact business which, under its organic act, it has no right or power to do. And if the corporation might embark in a separate and distinct business, not contemplated by its charter, merely because it was supposed it would be profitable, and increase its means and resources, there would be no safety to the public in granting any special charters, and none to individuals who might invest in the stock of the company.

We have, therefore, no difficulty whatever in arriving at the conclusion that the appellant could not go to speculating in real estate, and had no power under its charter to buy and hold lands situated at a distance from its road, which the company did not want and could not possibly use in constructing or operating its road, but our real difficulty in the case has been to determine what became of the title to the lands conveyed under the circumstances disclosed in the complaint. This question we have examined with all the care and diligence we were able to bestow upon the case, consistently with our other duties, and we have not arrived at any satisfactory result upon it. We think the demurrer to the complaint was properly overruled upon another ground, which we will presently notice but our desire was to pass upon the main question in the cause.

In the present case the respondent states that for the purpose of paying his subscription to the stock of the company, be conveyed to Wm. B. Ogden the lands mentioned in the complaint, to hold the same in trust for the corporation. He avers that the lands are not all timber or woodlands, that there was no stone quarry or gravel bed thereon, that they are not on or contiguous to the line of the railroad, and, as located, could be of no use or advantage to, and were not necessary for the purposes of the road. The complaint further alleges that Wm. B. Ogden has conveyed the lands to Mahlon D. Ogden, who took the conveyance with full notice of the circumstances under which they were obtained from the respondent, and holds the same for the use and benefit of the company. From these allegations it would seem that the corporation proposed embarking in the business of buying and selling real estate as a matter of speculation and profit, a thing which it clearly had no right to do. It was authorized to take and hold such lands and real estate as were necessary and proper for the use and enjoyment of its road but no more.

It is urged that when a grantor conveys lands to a railroad company, or to a trustee for its benefit, which he knows the company does not want and cannot use for the purpose of building and operating its road, he is a party to the illegal contract, and cannot claim relief in a court of equity. He becomes, it is said, a perpetrator in the unlawful contract, and therefore should meet the consequences of his own act. On the contrary it is said that the restriction is directed against the corporation alone, to prevent it from engaging in illegal transactions and that where it obtains real estate for a purpose not authorized by its charter, it can be compelled, in a suit in disaffirmance of the contract to restore the land which it has obtained. In the present case it will be observed that the lands were conveyed to a trustee, impressed with a trust which the law does not sanction, and does this change the law of the case, or affects the rights of the respondent? If he could reclaim the lands had they been conveyed directly to the company, ought he not to do so when they are conveyed to a trustee for its use and benefit? These questions have presented themselves to our consideration in the examination of this case, and we should have been glad to have decided them, had we come to a satisfactory conclusion upon them. They are interesting and important and controlling in this case; but we are compelled to leave them for further argument and consideration.

But upon the other ground, that the deeds were obtained from him by false and fraudulent representations as to the pecuniary condition of the company, we think the respondent shows himself entitled to relief. He alleges that Wm. B. Ogden, and the persons acting with him in soliciting stock subscriptions, represented that the company was in good pecuniary condition and repute; that the part of the road completed from Fond du Lac to the La Crosse Junction, and from Janesville to Chicago, was earning money very rapidly, and in fact that the net earnings of the road for six months then last past, had been equal to 4½ per cent on the entire cost of the road, which amounted to three millions of stock, while at the time they well knew that the company was on the verge of bankruptcy, and about to fail, and was without credit, its bonds and stock of little value; and that the road in operation was not earning any such sums as were represented.

It is very clear that those representations as to the pecuniary condition of the company and the earnings of the road, were material, and were such as the respondent had a right to rely upon when he sold his land for the stock of the corporation. He could not know what the road was earning, or that the company, instead of being in a sound financial condition, was upon the eve of bankruptcy. It is evident that these matters, which fixed the value of the stock could only be known to the agents and officers of the road. They had access to the books and records of the company, knew what the road was earning and whether the corporation was solvent, and nothing was more reasonable or natural than that a party about to subscribe for stock should rely on the statements of its officers and agents who were around soliciting subscriptions.

It is said that the company ought not to be held responsible for the misrepresentations of its agents, but we think otherwise. They were going about the country obtaining subscriptions, and whatever fraudulent representations they made as to the condition of the road and the value of the stocks while doing this must be deemed to be made by them in the execution of their agency, and for which the company is liable. This we think is very clear from the authorities. Sanford *vs.* Handy 23 Wend., 260; Gibson *vs.* D'Este, 21 Eng. Ch. R., 542; Younge and Collyer, 542,570; Phil., Wilmington and Baltimore Railroad Co. *vs.* Quigley, 21 How. (U. S.) 202.

We therefore think that if the allegation of the complaint in respect to these false and fraudulent statements of the agents shall be sustained by the proof, the respondent will be entitled to have the contract rescinded on the ground of fraud.

The order of the circuit court overruling the demurrer is affirmed.

Order affirmed accordingly.

Interest and Dividends.

The Milwaukee and Prairie du Chein Railway Company have declared a dividend of 4 per cent. on the 1st preferred stock, payable February 10th; and 3½ per cent. on the 2d preferred stock, by 1st June next. Both payable less the Government tax of 5 per cent. Conversion of mortgage bonds into 1st preferred stock will be made from 10th to 20th February, both days inclusive.

The American Coal Company have declared a semi-annual dividend of 4 per cent., payable Feb. 15.

The Glen Carbon Coal Company, a dividend of 1 per cent., payable Jan. 30.

The Lykens Valley Coal Company, a dividend of 5 per cent., payable Jan. 23.

The Sherman Coal Company, a dividend of 1 per cent., payable Feb. 6.

The Washington Coal Company, $2.50 per share, payable on demand.

Albion Gold Mining Company of N. S., its first dividend of 3 per cent., payable Feb. 6.

Losses by Fire.

The number of fires in the United States in 1864 was 294, and the losses thereby $28,522,000. In 1863 the number was 150, and the losses, $14,060,000—showing an increase in fires of 144, and in losses of $14,462,000. The following table gives the losses by fire in the United States for the past eleven years:

Year.	Losses.	Year.	Losses.
1854	$20,578,000	1859	$16,058,000
1855	13,040,000	1860	15,597,000
1856	21,159,000	1861	18,020,000
1857	15,792,000	1862	17,640,000
1858	11,561,000	1863	14,060,000
		1864	28,522,000
Total			$192,027,000

Milwaukee and St. Paul Railroad.

The earnings of the Milwaukee and St. Paul Railway Company, including the Eastern Division of the La Crosse Railroad, are for 1864, $2,259,398; 1863, $1,764,243; increase for 1864, $495,155. The operating expenses of the year are 76 per cent.

Philadelphia and Baltimore Central R. R.

At the annual meeting of the Stockholders of this company held on the 9th ult., Samuel M. Felton was elected President; S. J. Dickey, David Woelpper, J. R. Ramsey, Dr. S. B. Stubbs, J. A. Strawbridge, M. Conard, J. Phillips, O. Brinton, Jr., P. Quigley, S. Dickey, J. Tome, D. Stubbs, Directors; Joseph Huddell, Treasurer; and B. Hodgson, Secretary.

European and North American Railway.

We learn by telegraph that the corporation of the city of St. John, New Brudswick, has subscribed $400,000 to the stock of the European and North American Railway Company. This amount, with the Government subsidy of $10,000 per mile and the individual subscriptions, insures the building of the line from St. John City to the Maine boundary.—*Boston Journal.*

Troy and Boston Railroad.

The earnings of this road during the year ending November 30, 1864, were $573,445; and the expenses, $535,063—leaving as net profit, $38,382.

Railroads in California.

Central Pacific Railroad.—We published last week a very full account of the Central Pacific Railroad, taken from the recent report of S. S. Montague, Esq., acting Chief Engineer. The following general statement from the Sacramento *Union*, throws additional light upon and gives great interest to the subject:

The great cost of a work of this magnitude placed it beyond the reach of unaided private capital. The result of the surveys and examinations was therefore placed before Congress, who, in view of the importance of the railroad as a great national highway, passed a bill on the first day of July, 1862, afterwards amended July 2, 1864, providing for the construction of a railroad from the Missouri river to the Pacific ocean, including this company among the recipients of the aid granted by the bill. The surveys made by this company, demonstrating the feasibility of constructing and operating a railroad over the Sierras, which had been deemed impracticable, contributed much to the success of this measure.

By these laws the company receives from the National Government its bonds to the amount of $16,000 per mile for that portion of their road between Sacramento and Arcade creek, about seven miles, and $48,000 per mile for the 150 miles east of that point. They also receive twenty sections of public land for each mile of their road, being 12,800 acres per mile—that is, every section designated by odd numbers within twenty miles on each side of the railroad, except mineral lands, on which, however, the timber is granted to the company.

The State of California has also provided for the payment of the interest, at seven per cent. per annum, on $1,500,000 of the bonds of the company, for twenty years, in gold, amounting to $105,000 a year during that time.

As soon as the Railroad Bill was passed by Congress, the company placed several corps of engineers in the field to make the final locative surveys of the first section of fifty miles. These surveys were so far advanced that they were able to let out the contract for grading the first eighteen miles, from Sacramento to the California Central Railroad, on the 27th day of December, 1862. The work was inaugurated with proper ceremonies, on the 8th day of January, 1863, but the grading was not actually commenced until February, 1863.

In the meantime an agent had been sent to the Atlantic States to purchase the iron and rolling stock in order that they might be on hand when the grading should be completed. Upon his arrival no American iron or rolling stock could be purchased except one locomotive which was immediately bought and shipped. But contracts for the manufacture of iron and other material were promptly made. The first shipment of iron reached Sacramento October 8, 1863, and the grading being ready the laying of the track was immediately commenced. The work, with slight interruptions caused by the non-arrival of iron and ties, steadily progressed until the 26th of April, 1864, when the eighteen miles were completed, and the cars commenced running to the junction of the California Central Railroad.

In the meantime thirteen miles more of the line had been surveyed and located and the grading nearly completed. On the 6th day of June, 1864, the cars commenced running to Newcastle, thirty-one miles from Sacramento, and from that time to the present the company have been doing a large and steadily increasing business, fully proving that when extended to Dutch Flat, as well as when completed, it will be one of the best paying roads in the United States. In connection with the Dutch Flat and Donner Lake Wagon Road it forms the best and most expeditious route over the mountains both in Summer and Winter. Some of the advantages are the low elevation of the pass at the summit, it being about six hundred feet lower than Johnson's Pass, and therefore less liable to deep-snow. It also avoids the second summit or eastern range of the Sierra (which is the most difficult of passage) as it follows down the Truckee river, which pierces that, as well as the Washoe range, in its course to the east.

The company has had to meet great difficulties in the prosecution of the work—delays in the manufacture and transportation of iron and rolling stock, the rugged, hilly character of the country through which the road has been graded, financial difficulties growing out of the war, and the necessity of using gold coin in payment of all their work in California, have been great hindrances; yet they have constructed and had in use for more than six months, thirty-one miles of a first-class railroad and telegraph line, expended over $100,000 in further grading, and accumulated a large stock of railroad iron and other material, while not a mile of rail has yet been laid on the eastern end of the Pacific Railroad. All this has been done without any National or State aid.

The assets of the Company for the further prosecution of the work are as follows:

Amount of capital stock unsold	$18,481,300 00
Amount due from stockholders	136,320 68
First mortgage bonds unsold	106,000 00
Placer county bonds	75,000 00
Sacramento county bonds	163,500 00
Seven per cent. gold bonds due from San Francisco	400,000 00
Thirty-year six per cent. bonds due from the United States	1,264,000 00
396,800 acres of land due from the United States, at $2 50 per acre.	992,000 00
Company seven per cent. gold bonds (Interest paid by the State)	1,500,000 00

The following is a statement of the work done and materials furnished and purchased for construction:

Earth and cement excavation	602,598 cubic yds.
Excavation material requiring blasting	195,576 cubic yds.
Stone masonry	3,280 cubic yds.
Cobble & granite around bridge piers	825 cubic yds.
No. of brick in the work	280,582
Timber in struct're, No. of ft. b'rd meas're	1,233,800
Lumber in struct're, No. of ft. b'rd meas're	180,000
No. of redwood ties	116,000
No. of tons of iron (70 lbs. per yard)	8,000
No. of locomotives	8
No. of cars	146

The business of the road to Jan. 1, 1865, was as follows:

No. of passengers	55,387
Amount received therefor in gold coin	$72,750 00
Am't received for freight and express.	47,349 00
T'l received for pass. and freight	$120,090 00
Operating expenses	63,264 26
Net earnings in gold coin	$56,894 74
Cost of the 31 miles completed	$1,023,000
Rolling stock	217,000
	$1,240,000

The estimated receipts when the road is complete to Dutch Flat are:

Annual rec'pts from passengers in Cal.	$208,050
Annual rec'pts from freight in California	496,000
77,500 tons of freight to Washoe, $10	775,000
48,000 pass. to Washoe and back, $6 75	324,000
Express and mails	20,000
Total	$1,823,050
Deduct operating expenses	546,000
Net earnings in gold coin	$1,277,050

When completed to the State Line it is calculated they will be as follows:

116,000 tons merchandise, $22 50	$2,610,000
100,000 cords wood, $5	500,000
30,000,000 feet lumber, per M. $10	300,000
10,000 tons return freight, $10	160,000
96,000 passengers, both ways, $12	1,152,000
Express and mails	30,000
Local California business	704,050
Total receipts	$5,456,050
Deduct operating expenses	1,636,800
Net receipts in gold coin	$3,819,250

The officers of the road are: Leland Stanford, President; C. P. Huntington, Vice-President; Mark Hopkins, Treasurer; E. H. Miller, Jr., Secretary; S. S. Montague, Acting Chief Engineer; Charles Crocker, General Superintendent; E. B. Crocker, Attorney. The Directors are Leland Stanford, C. P. Huntington, Mark Hopkins, E. H. Miller, Jr., A. P. Stanford, E. B. Crocker and Charles Marsh.

We also find in the same paper the following extracts in relation to the six other Railroads now constructed, and in process of construction in this rich and enterprising State:

Northern California Railroad.—This road was completed in February last, and extends from Marysville to Oroville, a distance of twenty-nine miles. The President of the Company is Captain M. H. Darrach, and the Superintendent, A. J. Binney. Two trips per day are made, each way, and the road was in excellent order when we last passed over it. Short in extent as it now is, it is a connecting link in a work of great magnitude, as it is the foundation of the great steam highway into Oregon that must ere long afford San Francisco a sure and safe connection with Portland. If extended twenty-five miles further it will bring to our doors the agricultural wealth of Butte and Chico Valleys, than which no richer sections of farming land anywhere exist. It is already an important tie in the chain of travel leading into the Humboldt mines in our sister State, Nevada, in addition to affording an excellent outlet for the traffic of Plumas, Lassen and Sierra counties.

Oakland Railroad and Ferry Line.—Finished August, 1864. Length about four miles, extending from the end of a long wharf at Gibbons' Point, in the county of Almeda and on the Bay of San Francisco, through the city of Oakland to the village of Brooklyn, otherwise known as San Antonio. In good order. George Goss, Superintendent.

Placerville and Sacramento Valley Railroad.—This company taps the Sacramento Valley Railroad at Folsom, and is now in good running order as far as Latrobe, a total distance of fifteen miles. There are also about eight miles of road graded and ready for laying the rails, but that work will not be commenced until all the grading, trestle work, etc., is completed to Shingle Springs, some nine miles further. The officers are: Charles E. McLane, President; G. W. Swan Vice-President; T. F. Tracy, Treasurer; N. A. Hamilton, Secretary; F. A. Bishop, Chief Engineer and Superintendent. Directors—C. E. McLane, G. W. Swan, C. W. Brewster, T. F. Tracy, Isaac Nash, John Blair, A. A. Van Voorhies, F. A. Bishop.

Sacramento Valley Railroad Company.—This railroad was finished to Folsom in 1856, and has been in constant operation ever since. It extends from this city to Folsom, a distance of twenty-two miles, connecting at Folsom with the Placerville and Sacramento Valley Railroad. It also has a branch or tap line leading to Freeport, on the Sacramento river. F. L. A. Pioche is President, and J. P. Robinson, Secretary. We made application for full statistics concerning this road, its present condition, its officers, and its business transactions and financial reports for the past year, but were unable to obtain the desired statement.

California Central Railroad.—There has been no particular change in the general condition and circumstances of this road since the 1st of January last, with the exception of the grade between Lincoln and Bear river having been completed.

The business of the road may be said to have increased considerably during the past year. We learn it is the intention of the Managers to lay the iron on the grade to Bear river in the Spring, and to complete the road to Marysville during the ensuing Summer. We are informed that an agent is about to proceed to the East soon, in order to purchase iron for the extension.

Alameda Railroad.—This road extends from the end of a long wharf at the Encinal of Alameda, in the Bay of San Francisco, to the villages of Alameda and San Antonio. Distance, about three miles. The road will soon be completed all the way through the great Alameda Valley. Alfred A. Cohen, Superintendent.

Cotton in California.

We learn by our latest advices from California, that large tracts of land in Los Angelos County are being prepared for the culture of cotton the present season.

CIVIL ENGINEERING,

OF RAILROADS AND OTHER PUBLIC IMPROVEMENTS.

SURVEYS AND MAPS

Of Mines, Mill Sites, Cities, Villages, Estates, etc., etc

DRAWINGS

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4 & 6 Broad St., N. Y.

NIAGARA
Fire Insurance Comp'y,

No. 12 Wall Street.

Cash Capital - - - - - - - - -	$1,000,000
Surplus, January 1st, 1865 - -	270,353
Gross Assets - - - - - - -	$1,270,353

TWENTY-NINTH DIVIDEND.

THE BOARD OF DIRECTORS have this day declared a Semi Annual Dividend of (6) SIX PER CENT on the whole Capital, (free from Government tax), payable on MONDAY, the 16th inst.

JONATHAN D. STEELE, President.
P. NOTMAN, Secretary.

New York, January 11th, 1865.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, January 25, 1865.

WHEREAS, By satisfactory evidence presented to the undersigned, it has been made to appear that the

AMERICAN NATIONAL BANK

of New York, in the city of New York, in the county of New York, and State of New York, has been duly organized under and according to the requirements of the act of Congress entitled "An act to provide a national currency, secured by a pledge of United States Bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act:

Now, therefore, I, HUGH McCULLOCH, Comptroller of the Currency, do hereby certify that "THE AMERICAN NATIONAL BANK OF NEW YORK," in the city of New York, in the county of New York and State of New York, is authorized to commence the business of Banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office this twenty-fifty day of January, 1865.

Signed, HUGH McCULLOCH,
Comptroller of the Currency.

[SEAL.] 4t-5

UNITED STATES
DISINTEGRATING ORE COMPANY,

OFFICE, - - - - - 74 BROADWAY,

ROOMS, 14 AND 15.

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STEEL BOILER FLUES
AND
STEEL FIRE BOX PLATES.

RUSSELL & HOWELL'S
HOMOGENEOUS METAL
BOILER TUBES,

1¼ to 6 inches outside diameter cut to any given length
One half the thickness, and much stronger and more durable than Iron or Copper.
WITH GREAT SAVING IN FUEL.
Imported and for sale by

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INTEREST ALLOWED ON ACCOUNTS, subject check at sight, as with Banks. Collections made on accessible points, at the lowest rates.

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CHAS. GOODYEAR, Banker, Schoharie Co. Bank, N. Y
GEO. GOODYEAR, New Haven, Ct.
GEO G. GOODYEAR, HARVEY DURAND.

REFERENCES.

HON. JOHN J. CISCO, late Assistant U. S. Treasurer,
JACOB RUSSELL, Esq., Cashier U. S. Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York.
Hon. ERASTUS CORNING, Albany, N. Y.
A. B. JOHNSON, Esq., Utica, N. Y.
JAY COOKE & Co., Washington

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, Albany, Jan. 21, 1865.

TWENTY-THIRD SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof, free of the United States income tax, payable on the twentieth day of February next.

Dividends in New York will be paid at the Office of DUNCAN, SHERMAN & CO., in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK.

The Transfer Books will be closed at the close of business on Tuesday, the thirty-first day of January instant, and be re-opened on the morning of Thursday, the twenty-third day of February next.

4t-4 JOHN V. L. PRUYN, Treasurer.

IMPROVED LOW
Pressure Steam Warming
AND
Ventilating Apparatus.

WYLLYS H. WARNER,

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HILLS & WARNER,

No. 3 Murray St., ... New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

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Hotels, Churches, Hospitals,
Green Houses, &c., &c

WARRANTED EFFICIENT, ECONOMICAL AND SAFE.

OFFICE MARIETTA AND CINCINNATI R. R. COMPANY,
Chillicothe, O., Jan. 28, 1865.

THE FIRST MORTGAGE COUPONS of this Company will be paid on the first day of February, at the office of Messrs. Wilson, Gibson & Co., No. 74 Broadway New York. WM. E. WATSON, Secretary.

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NEW YORK, PHILADELPHIA, AND BALTIMORE
CONSOLIDATED
PETROLEUM AND MINING CO.

CAPITAL, $1,500,000, DIVIDED INTO 300,000 SHARES
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SUBSCRIPTION PRICE, $1 PER SHARE.

No further assessment or call on the subscribers, as 40,000 Shares are reserved for Working Capital.

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VICE-PRESIDENT—R. H. WISHART, New York.
TREASURER—H. F. DEVOE, New York.
SECRETARY—J. CONKLIN, New York.

DIRECTORS.

R. V. R. KETCHUM, Baltimore, Md.
O. KING, Baltimore, Md.
J. H. GOULD, Philadelphia, Pa.
W. WOODRUFF, Baltimore, Md.
DR. T. S. RING, New York.
A. CLARK, Tarr Farm, Pa.
H. B. CLARK, Oil City, Pa.

GENERAL SUPERINTENDENTS.

J. S. CLARK, N. Y. A. CLARK, Tarr Farm, Pa
H. B. CLARK, Oil-City, Pa.

OFFICES:

No. 71 Broadway, New York.
Nos. 612 and 614 Chestnut street, Phila.
And 147 Baltimore street, Baltimore, Md.

This Company is organized under the laws of the State of New York. The principal office is No. 71 Broadway, with branch offices in Philadelphia and Baltimore, for the convenience of subscribers, where the certificates of stock will be issued to subscribers without delay. The property, embracing upwards of six hundred and thirty-five acres, has been selected with great care during the last three years by those of the directors who have been constantly operating on Oil Creek, and throughout the entire oil region of Pennsylvania, as well as Western Virginia, and was not selected to sell, but for the purpose of development and producing oil, having now some ten wells under contract, and being bored with vigor, besides those already completed and producing oil, making in all 13 wells now on the property. Every acre of this Company's property is bottom, and the best of boring land, much of it on Oil Creek, Cherry Run, Cherry Tree Creek, Walnut Bend, Alleghany River, and other streams where the lands are being developed with good success, and prospect of a very large product of oil.

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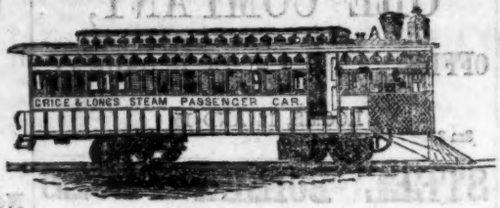
STEAM PASSENGER CARS.



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E. E. HENDRICK, Superintendent.
WM. N. MARCUS, Gen. Agent.

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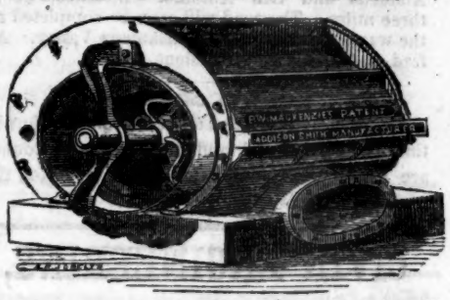

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STEAM CARRIAGES for good hard roads.—Squirting Oil Cans, also Denver's Patent Steam Hammer.

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